

Maricopa County Department of Transportation

ACCOMPLISHMENTS AND FIVE-YEAR TRANSPORTATION IMPROVEMENT PROGRAM Fiscal Year 2003– 2007

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Maricopa County has experienced unprecedented population growth during the past decade, a trend that does not seem to be abating as we go into the 21st century. With the addition of almost a million people in the last ten years, we find this puts considerable strain on the existing county transportation systems.

The Maricopa County Board of Supervisors, the County Transportation Advisory Board, and the Department of Transportation have all identified the development of the regional transportation system as a strategic priority for the coming years. MCDOT has promised to set a regional standard of excellence to allow us to continue to deliver the right transportation system at the right time and at the right cost. We do so with you, the traveling public, foremost in mind.

The Maricopa County Department of Transportation has responded to these needs by planning and designing \$150 million worth of projects to upgrade the existing county transportation systems. However, our funding limitations do not allow the construction of all these projects in the immediate future. Our future therefore, depends on strategically finding methods to overcome the barriers that today's fiscal constraints place on us because a quality transportation system is important to all of us.

The MCDOT Accomplishments and Five-Year Transportation Improvements Program for Fiscal Years 2003-2007 illustrates and explains what we have accomplished in the past year and what we are planning to do in the next five years. This substantial list of projects represents the community's highest priorities and is balanced against the funding currently available for implementation.

Foreword

Thomas R. Buick

Thomas R Buick, P.E
Transportation Director and County Engineer



For more information about the TIP, visit our website at <http://www.mcdot.maricopa.gov> or send inquires to Christopher Plumb, Programming Manager at:

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Introduction

The Maricopa County Department of Transportation (MCDOT) annually addresses the transportation needs of the County by adopting an ongoing five-year Transportation Improvement Program (TIP). This year's publication covers fiscal years 2003 through 2007. This program is an integral part of planning, development and decision making within MCDOT. The TIP examines each of the County's transportation systems and recommends projects based on objective analytical data that support the growing needs of the community and in is conformance with MCDOT's adopted plans and policies.

Such recommended projects include:

- Designs and studies.
- Transportation improvements to roadways and bridges.
- Acquisition of right-of-way.
- Dust mitigation projects.
- Development of Intelligent Transportation Systems (ITS).
- Implementing numerous multimodal studies, including MCDOT's Bicycle Plan.

TIP project selection, prioritization, approval, and implementation are based on MCDOT's commitment to providing a quality transportation system for all County residents. Through various internal strategies and driven by community input, the TIP process is repeated each year. A multidivisional MCDOT review group generates preliminary rankings for all county projects. The highest rated and most beneficial projects are subsequently recommended to the Transportation Advisory Board (TAB) for consideration and public review. Following public review, TAB makes its recommendation to the Board of Supervisors for final action. Approval by the Board of Supervisors ensures a project's inclusion into the TIP.

All MCDOT TIP projects are driven by three guiding components: The Transportation System Plan (TSP), the Comprehensive Plan, and the Strategic Plan. The TSP is the implementation component for the transportation element of the Maricopa County Comprehensive Plan. It designates a strategic direction and sets forth a vision for planning and construction of the transportation facilities within the County through 2020.

The Maricopa County Comprehensive Plan, "Eye To The Future", emphasizes public involvement including comments, ideas and directions. It addresses the long and short-term transportation issues in relation to our growing community. The plan is multi-modal and encompasses highways, streets, transit, bicycle, and pedestrian services and facilities. It serves as a standard for accomplishing the County's goals, objectives, and policies.

The Strategic and Operational Plan integrates planning, budgeting, and performance measurements. It focuses on the alignment of people, resources, and systems within MCDOT. It provides MCDOT with the right information to make good decisions. It also aligns every MCDOT employee to organizational success and provides the information needed to tell customers what they are getting for their investment (taxes).



Why is the TIP important? It answers the fundamental questions:

Is it the right road?
Is it the right time?
Is it at the right cost?

Addressing these questions ensures that MCDOT maximizes the taxpayer's dollars by providing the most needed and cost effective projects for safe, efficient travel throughout Maricopa County, now and into the future.



The Shea Boulevard TIP Project widened the existing four lane roadway to a six-lane roadway with raised median.



MCDOT Mission, Vision, and Strategic Plan

MCDOT continues to implement its countywide strategic and operational planning process referred to as Managing for Results (MFR). MFR established a foundation on which the County built a highly integrated management system focused on results for all county residents. This strategic plan continues to focus on the near future, typically a two to five year horizon, and directly links with operations, performance, and the Department budget.

MFR



Of equal importance, the Department has moved toward Performance-Based Budgeting and the integration of results-oriented performance information. This leads to alignment of the people, resources and systems of the Department. This makes it possible for each employee to know how his or her job contributes at every level of the organization.

Managing For Results creates powerful tools for making good business decisions as well as achieving department and countywide goals and priorities.

MCDOT Mission:

Provide a quality transportation system to the travelers in MC so they can experience a safe, efficient, and cost effective journey.

MCDOT Vision:

Set a standard of excellence regionally enabling us to consistently deliver on our commitment to provide the right transportation system for MC at the right time and the right cost.

MCDOT Values:

Respect our customers and MCDOT employees by demonstrating credibility, integrity, and innovation.

MCDOT Strategic Plan:

- By 2003, MCDOT will be the regional transportation authority, responsible and accountable for the development and operation of a regional transportation system, which is integrated with land use and the environment.
- By 2005, MCDOT will increase safety and capacity of the existing transportation system while reducing congestion by decreasing the accident rate and increasing the capacity on county maintained roadways by 5%.
- MCDOT will increase public involvement in decision-making and improve customer satisfaction to achieve a 2% improvement each year for the next five years as measured by the customer satisfaction survey.



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- MCDOT will reduce the FY2001 documented backlog of transportation projects by 10% every year for the next five years through innovative operational and financial strategies.
 - By 2003, MCDOT will attract and retain qualified, diverse, and adequately compensated employees by ensuring the overall Employee Satisfaction Survey is above 5.6 on a 6.0 scale.

Last year, MCDOT implemented cost cutting measures, upheld budget constraints, and implemented a new zero-based budgeting process as part of the overall management plan for County Government. These actions assisted Maricopa County in being recognized by *Governing Magazine* as the nation's best-run county government. This commitment parallels our mission of providing safe, efficient cost effective travel throughout the county.

As we progress forward we now face new challenges. Maricopa County has grown by almost a million people since 1990 with no noticeable slowdown. The volume of travel on our roadways is also steadily increasing. These dynamic forces make it imperative but very difficult for our transportation systems to keep pace with the demand. However, with the support from the County Board of Supervisors, the Transportation Advisory Board and the citizens of Maricopa County, MCDOT will continue to be the regional leader by supporting and maintaining the transportation needs of its residents

This years TIP Book is a snapshot into our probable transportation future. It explains what we've accomplished in the last year and outlines what we plan to do in the next five years. Priorities will undoubtedly change but our vision will remain the same, our commitment to a safer, more efficient transportation system.



MCDOT annually assists local officials with traffic control at Phoenix International Raceway.



Board of Supervisors

The Maricopa County Board of Supervisors is comprised of elected officials, one from each of the five county districts. The Board makes the final decision regarding projects to be included in the TIP. In Addition to considering the recommendations of the Transportation Advisory Board, the Supervisors also consider citizen and municipal input during its deliberations. While the TIP is a five-year program process, it is important to realize BOS approval only commits funding for one fiscal year at a time.



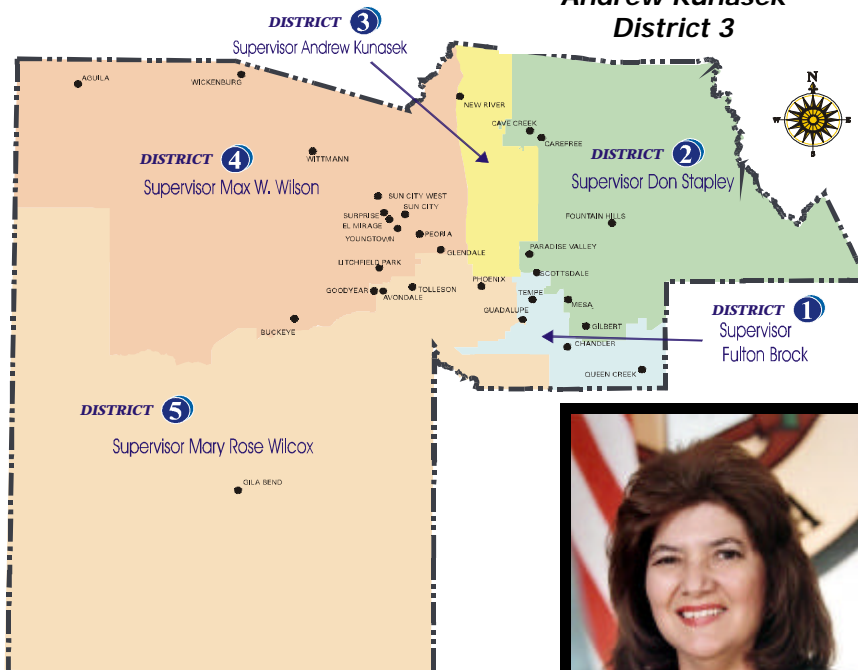
Max W. Wilson
District 4



Andrew Kunasek
District 3



Don Stapley
District 2



Fulton Brock
District 1



Mary Rose Wilcox
District 5

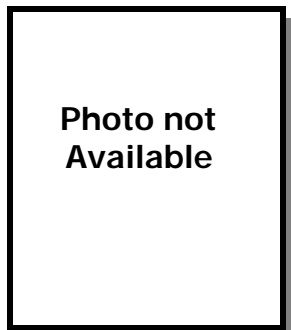


Transportation Advisory Board

The Transportation Advisory Board is comprised of County citizens from each of the County's five districts who are appointed by the Maricopa County Board of Supervisors. TAB members bring the constituent voice to transportation decisions. One of TAB's primary goals is to assist in developing and maintaining public understanding and support of MCDOT programs through active communication.

To guide the TAB, the following objectives are pursued as a part of its mission statement:

- Comprehensive transportation planning which enhances the quality of life for Maricopa County citizens.
- Continued safety and maintenance of the Maricopa County Transportation System.
- Implementation of the BOS transportation goals.
- Excellence in regional planning and promotion of cooperative efforts to resolve rural and urban issues.



***Frank N. Peake Jr.
District 1***



***Alan Turley
District 2***



***Harold Woods
District 3***



***Joseph E. La Rue
District 4***



***James L. King
Chairman - District 5***



The BOS created the TAB to review and provide advice regarding transportation issues facing this rapidly growing County. TAB reviews planning issues, transportation studies, construction schedules and maintenance issues. However, the majority of TAB's effort is concentrated on TIP projects. TAB works extensively during the year reviewing and updating TIP policies to ensure that the TIP process remains effective.

TAB reviews MCDOT staff's recommendations for TIP projects and considers the following:

- Is the project cost-effective?
- How does it compare with the recommendations in the TSP?
- What is the project's score compared to other projects?
- Will other jurisdictions or agencies be involved as partners in the process and to what extent?
- In what ways does it meet legislative mandates for clean air and a healthy environment?



***TAB members
bring the
constituent's
voice to
transportation
decisions.***

Review by the TAB balances the program and ensures an objective and comprehensive review of all TIP projects. This includes consideration of how the projects may interrelate and how they may relate to the TIP's of other agencies.

TAB's focus is toward enhancing TIP expenditures by leveraging other funding sources such as partnerships and grants. The TAB works to establish solid community relationships where collaborative efforts like corridor preservation begin. The relationships result in the savings associated with a shared community vision.

The TAB's greatest partnership is with the public. The TAB relies heavily in the community to express its transportation needs through participation in various studies, public events, and correspondence with staff.

To receive TAB agenda or request general TAB information contact:

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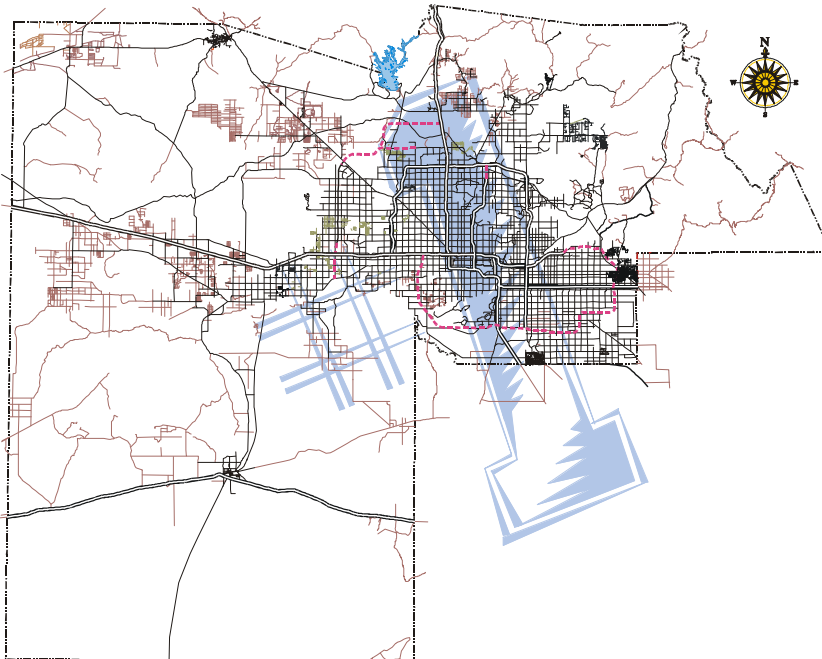


Best Run County in America

A statement released by the Maxwell School at Syracuse University and *Governing Magazine* reports that Maricopa County, Arizona received an overall grade of A- on how well it manages the county government systems that deliver public services. Forty of the Nation's largest Counties were graded. The highest score issued was an A-. Besides Maricopa County there was only one other county to receive that same score. The landmark report, published in *Governing's* February 2002 issue, is a comprehensive evaluation of how county governments are managed.

This *Governing Magazine* report provided county officials and citizens with the insight to identify both the management systems that are working well and the areas that need improvement. Maricopa County will also use this report to learn from other counties, adapting good ideas that result in higher performance.

Maricopa County's grade reflects a well developed and well implemented management strategy. *Governing's* report cites a long list of pluses including "superior financial and budgetary policies."



2002 Accomplishments



PM-10 Dust Mitigation Program

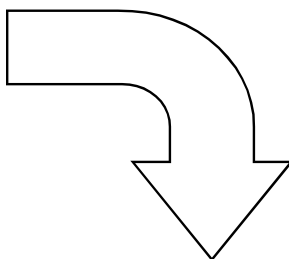
**The PM-10
Paving Project
has taken
nearly 1,000
tons of
particulates out
of our air.**

The MCDOT PM-10 paving project is in its second year and has already paved more than 20 miles of roads and reduced nearly 1,000 tons of particulates out of our air annually. This multi-year project is in accordance with EPA requirements and part of a larger countywide plan to reduce air pollution. Our goal is to pave more than 60 miles of dirt roads by 2003.

MCDOT maintains nearly 700 miles of unpaved roads throughout the valley. With the population increasing in our outlying/rural areas, dust suppression has become a major concern as these roads are significantly contributing to the airborne pollution in our dry desert community. MCDOT is committed to you, the citizens, and pledges to continue this aggressive program to reduce our airborne pollution and improve our air quality.



Winslow Avenue before paving



Winslow Avenue after paving.



E-Government Initiatives

Simply stated, e-government is the employment of web-based technologies to improve services and communication between government and citizens. Maricopa County is actively leveraging internet technologies to simplify how the County does business. The Department of Transportation (MCDOT) is at the forefront of this e-government transformation. For some time, information technology has played an important role in the services we provide to citizens.

The MCDOT website (<http://www.mcdot.maricopa.gov>) is already home to more than 50 web based services and applications. Our interactive mascot, "Miles", currently serves citizens by conducting tours of the website and directing viewers to MCDOT's information quickly and efficiently. Miles is close-captionable. Efforts are also underway to enable Miles to give current traffic reports. MCDOT's PM-10 dirt road paving plan for air quality will pave more than sixty-three miles of road countywide. A Development Schedule, List of Roads Currently Scheduled for Paving, and answers to Frequently Asked Questions can be found on our website at :
www.mcdot.maricopa.gov/PM-10

***E-government
uses web-based
technologies to
improve services
and
communication
between
government and
citizens.***

This site has enabled us to serve citizens electronically and has received more than 500 email inquiries since its development. This 2003-2007 Transportation Improvement Plan is also available online and is enhanced with video and 360 degree panoramas of selected projects. Check it out!

www.mcdot.maricopa.gov
www.mcdot.maricopa.gov/tip
www.mcdot.maricopa.gov/PM-10
www.rightroads.org www.aztech.org
www.mcdot.maricopa.gov/bicycle



Partnerships



MCDOT seeks to develop partnerships with cities and towns on roadway projects where there is a common interest and shared jurisdiction.

Intergovernmental agreements (IGAs) and other partnerships are an important part of MCDOT's strategy for implementing the Transportation System Plan. MCDOT seeks to develop partnerships with cities and towns on roadway projects where there is a common interest and shared jurisdiction. The Federal Highway Administration (FHWA) is also an important funding partner on a number of MCDOT projects. (Please see the section on Federal Aid/Grant Programs.) Partnerships with private developers are also emerging as an important element of MCDOT's strategy to meet new demands for transportation infrastructure. Whether they be with public or private parties, project partnerships provide the best and most efficient service to the citizens of Maricopa County, and make the most of our limited Highway User Revenue Fund (HURF) dollars. Agreements may involve project funding, collaborative design, future operation and maintenance, or annexations.

Partnerships improve and promote projects by:

- Building ownership in the project during the project development process
- Clarifying the need, nature, scope, and timing for the project
- Ensuring all affected parties have input on project development
- Ensuring the interests of all affected parties are adequately considered
- Sharing and exchanging resources and property
- Leveraging financial resources
- Clarifying jurisdiction and responsibilities during and after project construction

A significant portion of the TIP is funded through cost-sharing with partners. MCDOT's current goal is to fund a minimum 25% of its TIP through partnerships. Total TIP costs for fiscal year 2002 were budgeted at \$54.9 million with partner revenues expected to be \$15.4 million (28%). Ninety-five percent of MCDOT's TIP projects currently programmed for construction in fiscal years 2003 and 2004 involve partnerships. IGAs are already in place or pending for 55% of the TIP projects that are in the project development phase (scheduled for construction in 2005 or later). MCDOT's cost-share policy provides guidance to staff and community partners in the development of cost-share agreements.

Loop 303

Partnerships with ADOT and several municipalities are essential to MCDOT's plans to construct Loop 303. Originally part of the Regional Freeway System Plan, Loop 303 was deleted from the freeway program in 1995 by ADOT who initially declared its intent to abandon the route entirely. MCDOT recognized the importance of this route as a future regional transportation corridor. In 2000,



ADOT and MCDOT finalized an agreement under which ADOT will retain Loop 303 as a State Route while MCDOT will construct and operate the roadway as an interim facility which can be expanded, as needed, or eventually upgraded to a freeway.

Agreements are pending with the municipalities of Goodyear, Peoria and Surprise regarding design, maintenance, and operation of Loop 303. Private developers, such as Pulte Construction and Sunbelt Holdings, Inc. are also key partners in the design and construction of components of Loop 303. The segment of Loop 303 from Clearview Boulevard to Grand Avenue, in the City of Surprise, will be completed by April, 2002. Construction on the Loop 303 segment from McDowell Road to Indian School Road will begin in fiscal year 2003. Public Meetings are currently under way to consider environmental and design concept issues from Indian School Road to Clearview Boulevard.

Deer Valley Road Bridge at New River


Partnerships with the Cities of Peoria and Glendale were essential for the construction phase of this project. This project will improve Deer Valley Road from 83rd Avenue to 75th Avenue from a two to five-lane road with a new four lane bridge to replace an existing two-lane dip crossing, grade control structure and improvements along the river channel banks as necessary to accommodate recreational trails, access roads and scour protection. Construction began in April 2002.

Ellsworth Road

MCDOT, the Flood Control District of Maricopa County, and the City of Mesa concluded a series of agreements in 2000 that will serve as the foundation for a combined \$28.8 million project for extensive roadway and drainage improvements in the area of Ellsworth Road from Germann Road to Elliot Road. Participation by all three partners was essential to both the roadway and drainage components of the project. Construction is scheduled to begin in September 2003.

Gilbert Road from McDowell Road to SR87

In January 2002 the Board of Supervisors approved a resolution supporting the Gilbert Road Project Partnership, a project that will improve Gilbert Road from McDowell Road to SR87. The resolution recognizes and values the Gilbert Road project. The partners are ADOT, Mesa, the Salt River Pima Maricopa Indian Community, the Maricopa Association of Governments, and MCDOT. These partners creatively solved the funding and construction issues associated with the project.



Ninety-five percent of MCDOT's TIP projects currently programmed for construction in 2003 and 2004 involve partnerships.



AZTech™ Smart Corridors

MCDOT, in cooperation with state and local officials and private industries, has formed a unique regional partnership called AZTech™, which uses state-of-the-art technologies to improve travel conditions and the quality of life in Arizona. The purpose of AZTech™ is to closely integrate the management of the region's transportation system and give travelers up-to-the-minute traffic information. Phoenix was one of four metropolitan areas selected by the U.S. Department of Transportation in 1996 for this ITS (Intelligent Transportation System) Model Deployment Initiative.



Over the past five years, AZTech™ has integrated ITS technologies in the Valley to ease congestion, alert drivers to delays, improve public transit operations, and detail traffic conditions. AZTech™ developed an integrated network of traffic signals, computers, communication devices, closed circuit cameras, and changeable message signs to keep traffic moving across the Valley.

In February 1999, MCDOT opened its new Traffic Management Center (TMC), an integral part of the regional AZTech™ system. During fiscal year 2002, along with eight local government partners, MCDOT completed the design of several new "Smart Corridors" on the AZTech™ system. This work, scheduled for construction in fiscal year 2003, expands the AZTech™ ITS infrastructure by installing vehicle detection devices, closed circuit cameras for better traffic management, and changeable message signs for motorist traffic information.



AZTech has installed numerous changeable message signs to inform drivers and keep traffic moving across the Valley.



Safety

MCDOT, through the AZTech™ partnership, has taken the lead in establishing a first-of-its-kind regionally oriented, incident management augmentation service. The new group is called the Regional Emergency Action Coordinating Team (REACT). The team consists of traffic management specialists, using trucks equipped with variable message signs and other ITS equipment, who provide traffic control at roadway emergency scenes. Since its inception in early FY 2002, the team has responded to more than 125 call-outs, and has received many expressions of appreciation and support from the local police and fire departments.

The REACT Team has responded to more than 125 call-outs since its inception.



The REACT team is always ready to provide the necessary traffic management in the area around an incident.

Incident responders are not always aware of existing road closures or the traffic impacts generated by the incident, and as a consequence, few safety measures are implemented at the incident scene. REACT offers a timely and effective solution by providing the necessary traffic management in the area around the incident. Importantly, the presence of the REACT traffic management professionals allows the responding law enforcement officials to concentrate on the accident investigation rather than traffic direction.



Commitment to Customer Service

The Maricopa County Department of Transportation has a long-standing commitment to customer service and participation. MCDOT listens and responds in a positive manner to the needs and interests of our customers – the citizens of Maricopa County. Public participation is an integral part of the MCDOT culture to develop and customize public participation for each TIP project.

We encourage this public involvement through input from public meetings and encourage people to participate throughout the planning, design, and construction phases of each TIP project. Public opinion molds projects to better suit the community.

The diverse efforts included listening to citizen concerns at project-specific public meetings throughout the County; addressing safety issues at elementary schools and senior communities; resolving neighborhood concerns, undertaking new roadway construction; performing roadway maintenance; and improving various transportation-related processes to save time and money.

In the past year, MCDOT held 54 public meetings and events attended by more than 2,000 area residents. Each year provides a number of changes in projects resulting from citizens input. The insights and desires of the citizens using, living, and working near those roadways were important to MCDOT's decision making.



MCDOT held 54 public meetings and events attended by more than 2,000 area residents in 2002.



At the Loop 303 public meeting, citizens had the opportunity to share their insights and desires to help in the decision making.



Project selection for the Transportation Improvements Program (TIP) begins with MCDOT's annual review of transportation needs. This is done by actively monitoring current traffic volumes and using a computer model for determining future traffic volumes. MCDOT also identifies and maps accident locations and rates, monitors pavement conditions, evaluates environmental concerns, and identifies maintenance problems on all County roadways. Projects identified through this process are reviewed along with requests from other agencies and citizens. Requests for projects are also coordinated with ongoing planning efforts of the cities and towns as well as state and federal agencies.

Annually, MCDOT staff reviews each project request. The projects are ranked using an objective system approved by the Transportation Advisory Board (TAB). The County also considers projects with already completed Candidate Assessment Reports (CAR), Design Concept Reports (DCR), and fully designed projects submitted by cities, towns, or other agencies. A CAR is a conceptual engineering study that identifies the best possible alternatives to the problem and provides an estimated cost and schedule for project completion. A DCR is a preliminary engineering study which provides more detail than a CAR concerning the best project alternative, proposed costs, and schedule.

Any city, town, or other government agency may participate in the project selection process by requesting a new project or submitting a CAR, a DCR, or fully designed project. These completed studies are also ranked and considered for the TIP. Staff then matches available County funding with all ranked and recommended projects.

Internal Review Committees

The ranked project requests, CARs and DCRs are presented to the MCDOT's TIP Review Committee (TRC) for their consideration. This Committee consists of staff from each MCDOT division. The TRC recommends projects qualified to be advanced to the next level of development. The Committee's recommendations are forwarded to the Project Review Committee (PRC) which consists of the heads of each of the MCDOT divisions; Engineering, Planning, Right-of-way, Construction and Operations, and Professional Services.

Staff usually recommends the highest ranked projects to the Transportation Advisory Board (TAB) for further study or funding in the TIP. Staff will make exceptions to projects that rank high when there are circumstances that might delay the project such as environmental consideration or concerns from other agencies. The TAB holds public meetings at which each recommended project is discussed and the public has a chance to comment on the recommendations.



Determining Priorities

The County uses a weighted 1 to 105 scoring system for comparing project requests, CARs, DCRs, and designed projects. MCDOT created the project ranking system to comply with the mission, vision, and objectives of the County. The system was also designed to carry out the adopted Comprehensive Plan and the Transportation System Plan requirements. In addition, staff may also consider public comments, planning goals, unique opportunities, and other non-numeric factors.

Specific criteria used in ranking TIP projects in order of importance:

25 points:	Safety: Accident rate, accident severity cost, roadway configuration and pavement condition
20 points:	Current and future traffic congestion
20 points:	Benefit/cost ratio (must be a positive value to receive points)
15 points:	Compliance with the Comprehensive Plan and Transportation System Plan, percent of regional travel on the roadway and environmental factors
20 points:	Joint sponsorship includes a financial commitment to the project by another local governmental agency
5 points:	Bonus points for including intelligent transportation system, pedestrian, bikeway, transit, and environmental components to the project

Factors that might cause a project to be rescheduled or deleted from the TIP:

- Significantly altered transportation needs
- Project costs exceed the benefits to the traveling public.
- Emergencies or other developments which might alter traffic patterns
- Right-of-way considerations
- Issues surrounding agreements between principal jurisdictions
- Environmental or archaeological factors that influence the final design
- Changing land use patterns

Projects may be accelerated as favorable conditions arise such as:

- Additional or new funding received; increased revenue, grants, or partnerships.
- Significantly altered transportation needs
- Emergencies
- Cooperation with other jurisdictions
- Changing land use patterns
- Recreational use

Figure 1. TIP Project Scoring System



Commitment to Programmed Projects

The TIP is based on a commitment to complete projects in two phases, development and construction. Each year, projects with completed DCRs may be added to either phase of the new TIP subject to BOS approval. Projects already in the program are reviewed each year to see if they are qualified to progress to the next TIP phase. MCDOT is committed to expediting projects through the entire process. A project may be either moved ahead, delayed, or occasionally deleted from the TIP as dictated by MCDOT's analysis, objectives, and/or budget constraints.

TIP Project Selection Process

New TIP projects are selected using the process shown in Figure 2. This process saves time for jurisdictions that submit completed CARs, DCRs, or fully designed projects. Throughout the year, MCDOT ranks initial project requests for consideration to conduct CARs. Staff then includes all completed CARs, DCRs, or designed projects in a project pool. If a project doesn't progress to the next phase after three years, the project must be updated and resubmitted by the applicant.

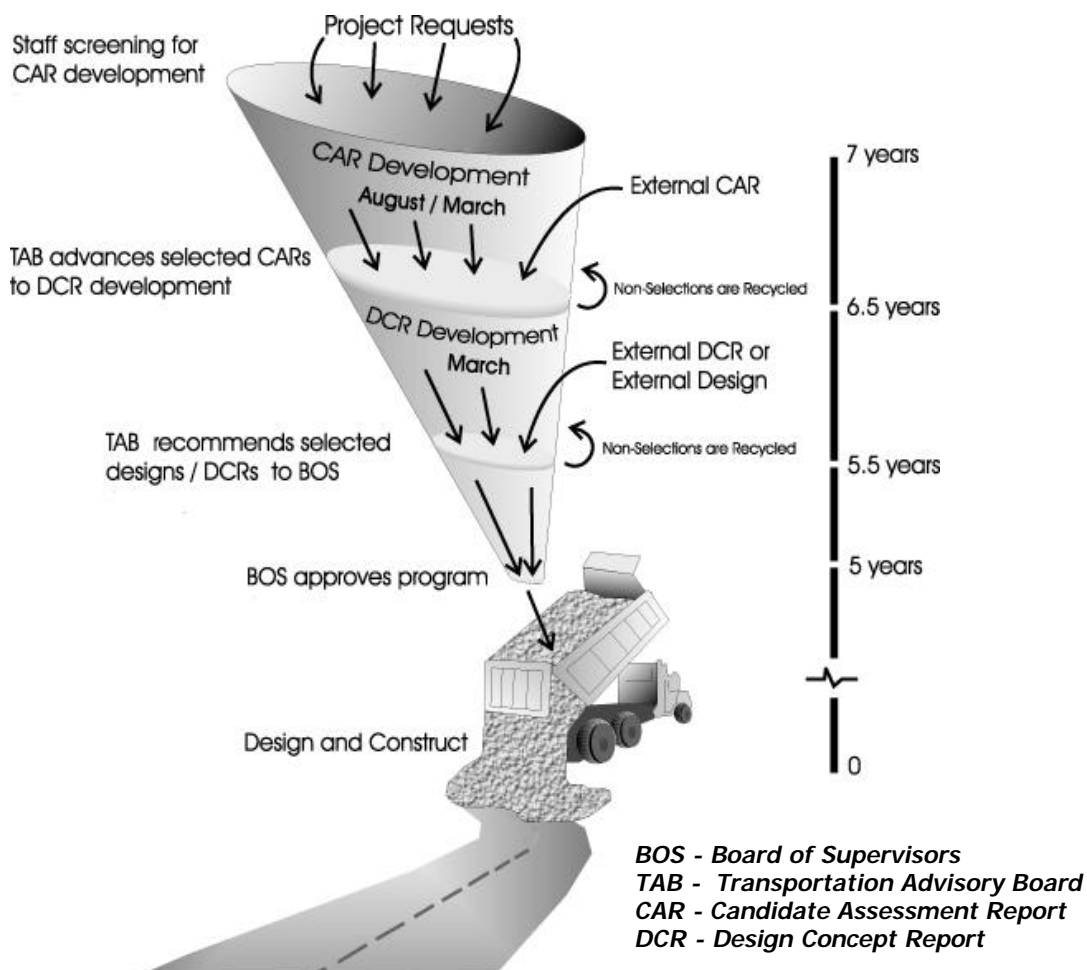


Figure 2. TIP Selection Process



Funding the TIP

Maricopa County funds its TIP through several sources. The primary source is the Highway User Revenue Fund (HURF). Arizona's 18-cents-a-gallon tax on gasoline, vehicle license taxes, and vehicle registration fees make up these funds. The County receives a share of these funds through a formula established by the State Legislature.

In addition, the County occasionally receives funds from federal agencies, such as the Federal Highway Administration (FHWA) and the Federal Emergency Management Administration (FEMA). Other funding sources arise through partnerships with local jurisdictions, federal, or state agencies, or private corporations.

Maricopa County receives approximately \$94 million annually from HURF. The County's HURF revenues are expected to increase by approximately \$13.3 million over the next five years due to population increases and economic growth.

The County must spend these funds only on transportation-related items. This includes planning, design, right-of-way acquisition, construction and administration, and the operation and maintenance of county roads. Approximately \$59 million is spent each fiscal year on new construction or significant reconstruction of roadways, bridges, and other transportation facilities. The County uses the remainder for operation, maintenance, and administration of the roadway system.

Federal Funds

Maricopa County is eligible to receive federal funding for the improvement of eligible County roadways and bridges. These funds usually make up less than 10 percent of the total funds received and are primarily used to extend local funds. The County accomplishes this by taking advantage of the small local match (usually 5.7 percent) required for federally funded projects. The FHWA and FEMA typically provide these funds.

The Maricopa Association of Governments (MAG) and the Arizona Department of Transportation (ADOT) administer the FHWA funds. FEMA funds may become available whenever roadways are damaged because of flooding or other natural disasters. The federal government allocates these FEMA funds at its discretion.



MCDOT Financial Highlights

Fiscal Year 2002
(Millions of Dollars)

Category	Budgeted	Expended
Salaries and Benefits	22.9	22.0
Materials, Supplies and Contracted Services	29.7	24.6
Equipment and Machinery	3.5	2.0
MCDOT Force Account	(6.2)	(5.2)
Total Operating Costs	49.9	43.4
Transportation Improvements Program	49.8	42.8
MCDOT Force Account	6.2	5.2
Total Capital Costs	56.0	48.0
Grants	.3	.2
Department Totals	106.2	91.6

Table 1. MCDOT Financial Highlights



**MCDOT Projected Five Year
Revenues and Expenditures
Fiscal Years 2003-2007**
(Millions of 2002 Dollars)

Revenues	2003	2004	2005	2006	2007	Totals
HURF (VLT & fees included)	87.7	93.4	97.8	102.8	108.0	489.9
TIP Partner Revenue	31.6	22.7	9.4	6.7	1.6	72.0
Carryover from prior fiscal years	20.0	7.2	2.4	4.6	5.9	N/A
Total Funds Available	139.3	123.3	109.7	114.1	115.5	613.1

TIP Expenditures	2003	2004	2005	2006	2007	Totals
Construction Phase	63.7	42.6	18.3	6.8	3.6	135.0
Development Phase	9.4	20.7	28.4	28.4	3.8	90.7
System Support	7.6	6.2	4.5	9.7	9.9	37.9
Project Reserve	3.5	3.0	5.0	14.0	45.0	70.5
Total TIP Costs	84.3	72.6	56.3	58.9	62.4	334.6
Operating Costs	47.8	48.3	48.8	49.3	49.8	244.0
Total Expenditures	132.1	120.9	105.1	108.2	112.2	578.6
Balance	7.2	2.4	4.6	5.9	3.3	

Table 2. MCDOT Revenues and Expenditures



Transportation System Plan

To decide where to best invest future County funds, MCDOT has developed an integrated series of plans and studies including: the Transportation System Plan, transportation management systems, small area transportation studies, the Bicycle Transportation System Plan, and numerous corridor studies. These tools provide various levels of detailed guidance for implementing the MCDOT mission in specific geographic areas or under specific conditions.

The Transportation System Plan (TSP) was adopted by the Board of Supervisors in December of 1997. This is the transportation element of Maricopa County's Comprehensive Plan 2020. It states that the transportation network should support safe and efficient movement of goods and people, be environmentally compatible with surrounding conditions, and support economic development activities.

The TSP organizes all county roadways into three networks: primary, secondary and local. Primary roads under County jurisdiction generally fall on the arterial grid and receive the highest priority for funding, maintenance, and other activities. Secondary roads typically are arterial and collector roadways under County jurisdiction which are not included on the Primary Network. Secondary roads have a lower priority and MCDOT's participation on these roads is more limited. Local roads are the remaining roadways that provide access to residences and feed into the secondary system. On these roads, MCDOT may maintain or provide assistance for planning and design, but generally will not participate in significant improvements.

To guide the prioritization of projects considered for the Transportation Improvement Program (TIP), the TSP uses an investment matrix that is applied to each candidate project evaluated for the TIP. The investment matrix provides direction on investing County funds for roadway projects, but does not guarantee funding for any specific project in the three networks. These investment strategies are prioritized along the following guidelines:

- Develop a seamless transportation system.
- Maintain the existing system.
- Serve existing and future development in unincorporated Maricopa County.
- Serve regional travel.
- Direct future growth to the areas with existing urban services areas and to areas where there are Development Master Plans.

In addition to the description of the roadway network and summary of transportation principles identified in the Comprehensive Plan, the TSP includes information on the transportation management systems, alternate modes, small area transportation studies, and corridor studies. Significantly, the TSP will serve as a strong foundation to guide the allocation of transportation funds in the most appropriate manner.

Guiding the TIP



Major Streets and Routes Plan

The Maricopa County Major Streets and Routes Plan as identified in the Comprehensive Plan was completed and adopted in 2001. This plan defines the County roadway functional classifications, future functional classifications for all primary and secondary roads, ultimate roadway right-of-way requirements, and six overlays applied to county roadways. This plan consists of a policy guide and street atlas.



MCDOT's Transportation Management System identified RH Johnson and Bell Road intersection as a safety hazard. A design for intersection improvements is currently funded.

Transportation Management System

MCDOT uses five transportation management systems to help monitor and measure the performance of the County transportation system. The five systems include congestion, safety, roadway, bridge, and asset management. The results of these systems help to plan and program future improvement projects. All five systems meet the planning strategy recommendations of the Federal Transportation Efficiency Act for the 21st Century, or TEA-21. The MCDOT management systems were originally established based on the requirements of the TEA-21 act and the Government Accounting Standards Board (GASB) Statement 34.



Congestion Management System (CMS)

MCDOT developed the CMS to provide data on the locations of present and future traffic congestion. The CMS documents how well the County's transportation system is performing. It identifies congested roads and recommends various ways to ease traffic congestion. Recommendations may include improving roadways and intersections to better handle traffic, adopting new regulations, adding bicycle and pedestrian improvements, or widening the roadway.

An important part of the CMS is measuring how much congestion has been reduced. This allows the County to compare how well the various congestion-reducing methods are performing and to adopt the most cost-effective solutions. The County then provides the performance measurement data to decision-makers to guide them in selecting strategies and future projects.

Data developed by the CMS includes the number, location and level of congestion on all County owned roadway segments. This information is based on current and projected traffic volumes for existing and planned County roadways. Staff uses actual traffic counts and computer modeling to derive projected traffic volumes.

Safety Management System (SMS)

The MCDOT SMS identifies ways to improve highway safety by reducing the number, severity, and cost of traffic accidents. Suggested improvements are considered and implemented where suitable and feasible. The County evaluates safety in all phases of highway planning, design, construction, maintenance and operations. Traffic engineering staff evaluates traffic accident information including the type, location, cost, and rate of crashes for all County roadway segments and intersections. The County uses this data for developing effective highway safety strategies and selecting future TIP projects.

Roadway Management System (RMS)

The MCDOT RMS system is designed to provide the data to make informed decisions concerning which roadways should be upgraded or totally reconstructed. The RMS consists of data collection and an inventory of existing pavement and overall roadway features including the number of lanes, pavement widths, and surface types. The RMS also includes a condition survey that measures ride quality, surface distress, rutting, and surface friction. This data is used to analyze and summarize pavement conditions and evaluate the overall functional efficiency of the roadway. The RMS is used to select and recommend cost-effective pavement construction, rehabilitation, and maintenance programs. The MCDOT Construction and Operations Division uses the data for planning its annual pavement maintenance schedule. The MCDOT Planning Division also uses the RMS to evaluate current and future projects for the TIP.



Bridge Management System (BMS)

The MCDOT BMS provides the process to evaluate bridges and structures within our inventory. Using the BMS, MCDOT can detect and identify alternative projects, predict costs, perform short and long term budgeting and recommend bridge rehabilitation and replacement projects consistent with MCDOT's policy and budget limits.

In 1998, MCDOT completed its Bridge Investment Study. One of the study's recommendations was for MCDOT to employ the use of a computer software program called PONTIS. PONTIS is a comprehensive bridge management system developed as a tool to assist in bridge management. MCDOT is currently recording bridge and inspection data into PONTIS and is approaching full implementation. Once fully implemented, PONTIS will integrate objectives of public safety, risk reduction, user convenience, and preservation of investment to produce budgetary, maintenance and program policies.

Asset Management System (AMS)

The MCDOT AMS is part of a countywide program to track all County assets and publicly report their status and condition on an annual basis. This program was developed in accordance with the Governments Accounting Standards Board (GASB), Statement 34. The Statement requires all of its member governmental agencies to manage their assets as if they were private businesses.

The County's transportation assets consist primarily of roads and bridges as well as the land they are located on. The also include all improvements such as signing, signals, guard rails, culverts, and any other associated items. These assets are inventoried each year and evaluated with respect to their physical condition. Their remaining life is calculated and a dollar value assigned to each asset. Annually tracking the remaining life and value of all MCDOT assets will help us to plan and budget more efficiently for their maintenance.

Small Area Transportation Studies

As part of the comprehensive planning process, four regional transportation studies have been completed. These studies identify short, medium and long-range transportation needs. They also recommend transit, bicycle and other alternative mode needs. Each study will receive regular updates (approximately every four years). This past year the Northeast Valley Area Study update was completed. The Maricopa Association of Governments began development of three area plans of their own in FY 02. It is MCDOT's plan to follow up with updates on our remaining three area studies upon completion of the MAG studies. It is anticipated that an administrative update will be completed for the Williams Area Study update in FY 2002-2003.



Southwest Valley Transportation Study

The Board of Supervisors adopted this study in July 1997. The study boundaries include parts of Avondale, Buckeye, Goodyear, Litchfield Park, Tolleson, and the unincorporated areas of Maricopa County.

Williams Area Transportation Plan

The BOS adopted this plan covering the southeast corner of the County in March 1997. Study participants included Mesa, Queen Creek, Gilbert, Chandler, and Maricopa County. It was done in cooperation with Williams Gateway Airport staff.

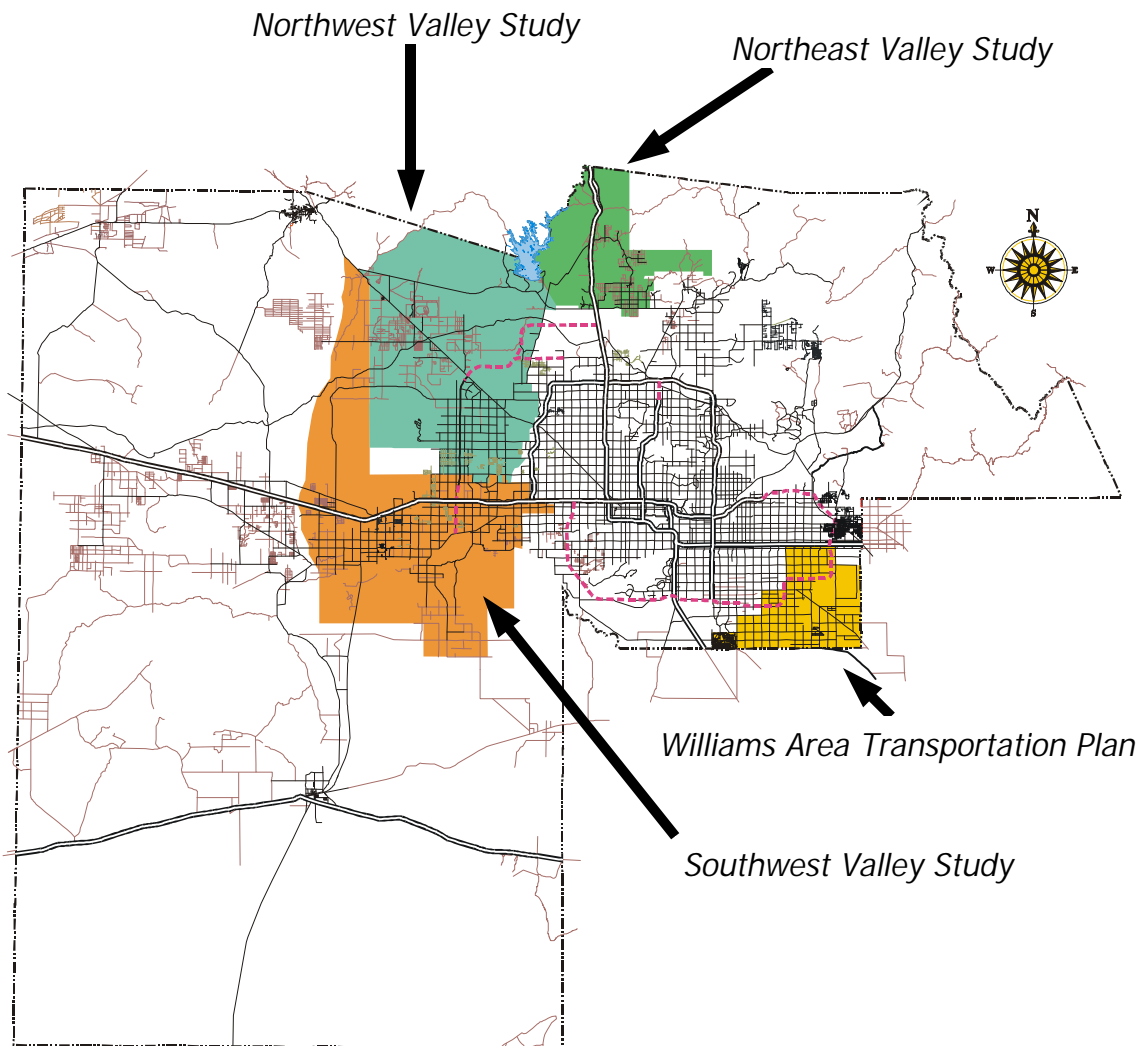


Figure 3. Small Area Transportation Studies Map



Northeast Valley Area Transportation Study

This study was adopted by the BOS in November 1996 and updated in 2002. The study produced a transportation plan for unincorporated Maricopa County north of the Carefree Highway east of Lake Pleasant to the Tonto National Forest. It includes the Anthem and Tramonto Master Planned communities along with the New River and Desert Hills unincorporated communities.

Northwest Valley Area Transportation Study

This study was completed in the summer of 2000. It included participation from Surprise, Glendale, Phoenix, Peoria, Youngtown, El Mirage, Goodyear, Litchfield Park, Maricopa County, the Sun Cities, and Luke Air Force Base. It ranged from 67th Avenue on the east to Rooks Road alignment on the west and roughly, Camelback Road on the south to the County line on the north.

This past year MCDOT also conducted two sub-area studies, the SR-85/MC-85 Circulation Study and the Forest Road By-pass Feasibility Study. These were both driven by local concerns brought to MCDOT.

Corridor Studies

Corridor studies are being completed for all Primary System roads in unincorporated Maricopa County. The schedule for completion will vary depending on several factors and there may be more than one study for the entire length of a route. Completed corridor studies include:

1. 99th Avenue from I-10 to Glendale Avenue.
2. Carefree Highway from Lake Pleasant Road to Cave Creek Road.
3. Ellsworth Road from Hunt Highway (County Line) to Warner Road.
4. Loop 303 from MC 85 north and east to Lake Pleasant Road.
5. 115th Avenue from MC-85 to the Gila River.
6. MC85 from SR85 to 75th Avenue.
7. Dysart Road from Northern Avenue to Greenway Road.
8. Riggs Road from I-10 east to Meridian Road.
9. I-17 Parallel Access.
10. Jackrabbit Trail/Tuthill Road from Germann Road to Indian School Road.
11. Lake Pleasant Road from Williams Road to Carefree Highway.
12. Power Road from Riggs Road to Guadalupe Road.
13. Gilbert Road from Williams Field Road to Hunt Highway.
14. Queen Creek Road from Gilbert Road to Power Road.
15. Loop 303 Location Study.

Corridor studies that are ongoing or will begin in fiscal year 2003 include:

1. McDowell Road from Jackrabbit Trail to Sun Valley Parkway.
2. Loop 303 Southern Extension Location Study, MC-85 to Riggs Road.
3. Olive Avenue from Dysart Road to White Tank Mountain Regional Park.
4. New River Road from Carefree Highway to I-17
5. Camelback Road from Dysart Road to Jackrabbit Trail



Bicycle Transportation System Plan

The purpose of the Bicycle Transportation System Plan is to serve as an implementation element of the Transportation System Plan and Comprehensive Plan. It is intended to clearly define County bicycle policy and provide recommendations for the future. In addition to recommending bicycle transportation policies and identifying the benefit/cost of bicycle facilities, the Bicycle Plan identifies a County-wide bike network. An important element of the bike network is the planned integration of bike routes between the County and neighboring jurisdictions. The recommended bicycle network and Bicycle Improvement Program are intended as reference points and initial starting points. The ultimate bicycle network for Maricopa County includes all streets functioning as an arterial or lesser classification.



A bicyclist rides in the Cave Creek Regional Park

The Bicycle Transportation System Plan recommends the following policies:

General Bicycle Policy

Maricopa County recognizes bicycling as a viable transportation mode, and actively works toward consistently and prudently improving the transportation network to increase access to the system for bicyclists. The plan establishes objectives for implementation.

Facility Commitment Policy

MCDOT shall include bicycle facilities on all County roadways as described in the Roadway Design Manual and the Pavement Marking Manual. Bicycle projects not directly combined with a larger roadway project shall be evaluated separately during the Transportation Improvement Program process.

Organizational Change Policies

MCDOT shall institute a multi-modal review process during project planning and design as well as during review of subdivision and development proposals to ensure proper inclusion of bicycle, pedestrian and transit needs. Partners, contractors and customers of MCDOT are to be informed of the position of the County towards bicycle transportation and encouraged to follow the same standards and principles when working in the County.



Cultural Resources Management and Historical Preservation

Prior to project construction, MCDOT conducts historic preservation activities for each TIP project. Depending upon the nature and location of the proposed project, our professional evaluations may include the following types of activities:

- Site file archival research.
- Archaeological survey and site documentation.
- Traditional cultural property evaluations.
- Historic building surveys.
- Historic engineering records reviews.
- Site avoidance planning.
- Archaeological test excavations to determine site significance.
- Site mitigation excavations.
- Repatriation of human remains and sacred objects.
- Anthropological and ethnographic studies.

All aspects of our cultural resources management activities are conducted in keeping with the provisions of the Arizona Antiquities Act and the State Historic Preservation Act, as well as in keeping with federal laws, regulations and policies.

Consultation with Native American tribes and outreach with the public are important activities of the historic preservation planning process. Our standards for the confidentiality of records and consultation activities are in keeping with the current standards of anthropological and archaeological practice, and state and federal law.



Archeologists excavate a site on MC85 in support of a MCDOT TIP project.



While it is easy to see tax dollars at work through new construction projects, nearly a quarter of MCDOT's budget is dedicated to roadway maintenance and minor repairs. The purpose of the Operations and Maintenance program is to provide roadway upkeep and traffic flow management to the traveling public so they have safe trips on smooth, cost effective roads. Key results of our success are measured by the percentage of arterial road mileage with pavement condition rating of "good" or better.

MCDOT splits its maintenance expenditures into five major categories: surface treatments, routine maintenance, general maintenance, major repairs and traffic operations. These categories account for over \$29 million annually.

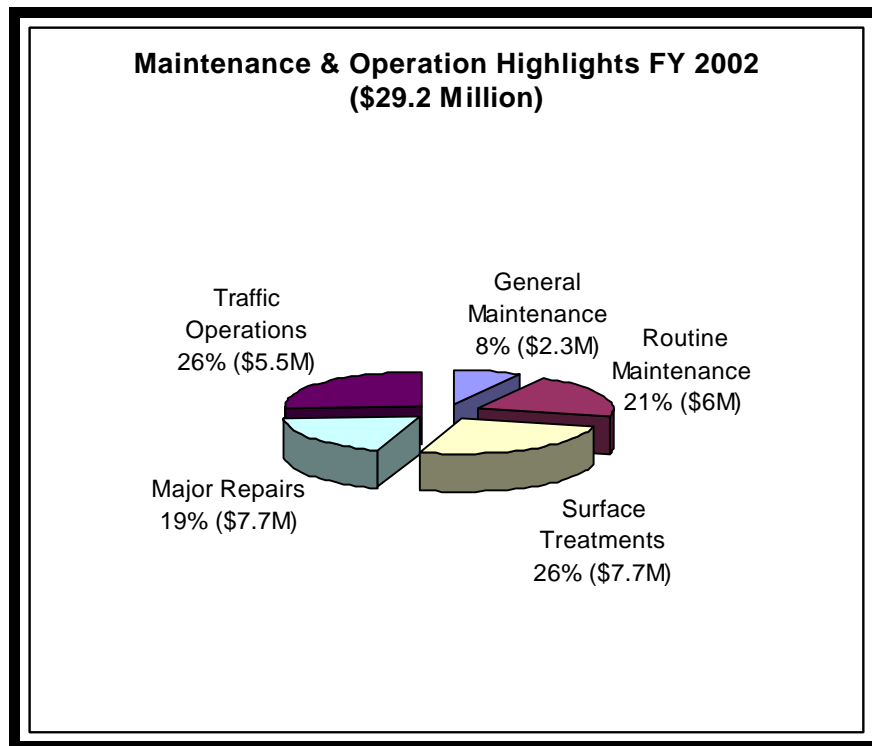


Figure 4. Maintenance and Operations Highlights 2002

2002 Maintenance and Operations Highlights

Surface Treatments

Surface treatments accounted for \$7.7 million in FY2002. Treatments included chip sealing (375 lane miles), preservative sealing (100 lane miles), slurry sealing (60 lane miles) and asphalt rubber overlay (10 lane miles). Surface treatments are relatively inexpensive methods of road maintenance. Chip sealing is a sprayed application of asphalt binder immediately covered by a layer of one-sized aggregates. The chip seal provides a new wearing surface. Slurry sealing involves applying a mixture of asphalt, sand, mineral filler and water onto the roadway. Asphalt rubber overlay blends asphalt rubberized cement and aggregate together. Both are laid and compacted at high temperatures. This preventative measure is required for deteriorated roads and improves the functional condition of the pavement.



Routine Maintenance

The purpose of the roadway maintenance activities is to provide upkeep of roadways in unincorporated areas of the County. This ensures the traveling public a safe trip on smooth, cost effective roads. Routine maintenance accounted for \$6.9 million during fiscal year 2001. This included grading dirt roads (681 miles approximately 8 times per year) and shoulders of paved roadways (1280 miles 3 times per year), sweeping paved (763 miles) arterials every 3 weeks and local roads every 8 weeks and filling surface cracks (150 lane miles) and potholes.

General Highway Maintenance

General highway maintenance accounted for \$2.3 million. It included financing such activities as the Adopt-A-Highway program, mowing, trash and weed pickup, ditch and channel maintenance, median maintenance, graffiti clean up, and curb and gutter maintenance.

Major Repairs

Major repairs accounted for \$7.7 million in FY 2002. These repairs included roadway rehabilitation, re-grading and plating (resurfacing a dirt road with an aggregate base), bridge repairs, guardrail retrofits, and valley gutters.



A MCDOT traffic operations specialist tests and maintains one of the County's 120 traffic signals.

Traffic Operations

In the maintenance operation budget, traffic operations accounted for nearly \$5.5 million of the total budget. Traffic operations include re-stripping (5.926 miles) the roads, maintaining and installing traffic signs and signals, and providing work zone traffic control during maintenance and construction work.



MCDOT TIP Bits

(Notable facts and Figures)



Roads:

*2,701 miles of roadway in the Maricopa County system.
2,050 miles of paved roads in the system.
651 miles of graded unpaved roads in the system.*

Signalized intersections:
Maricopa County maintains 120 signalized intersections.



Signs:

Maricopa County has over 40,000 signs/markers .



Re-striping:

5,926 lane miles of roadway re-striping semi-annually.

Bridges:
*23 major river bridges
364 total structures*



Implementing the TIP

All projects included in the Transportation Improvements Program (TIP) have been recommended by the Transportation Advisory Board (TAB) and approved by the Board of Supervisors (BOS). When each project is approved, it is assigned to a team headed by an experienced project manager. Team composition varies with the project's scope and complexity. The project manager is exclusively responsible for the project from the Development Phase through the Construction Phase.

The Development Phase includes a preliminary design in the form of a Design Concept Report (DCR) and then a final design. The Construction Phase involves right-of-way acquisition, utility relocation, and actual construction. Once construction begins, the project manager shares the responsibility for the project with the MCDOT Operations and Construction Division. Each team member is responsible for completing assigned tasks on schedule and within budget.

Before a project can be recommended to the BOS for the Construction Phase of the TIP it is required that the DCR, detailed plans, and all intergovernmental agreements be completed. Affected utility companies, adjoining municipalities, and all project partners are provided copies of the preliminary plans for review and comment. All partnering agreements are also finalized during the DCR stage of the project development. When the DCR is completed, it is evaluated and numerically ranked against all other DCRs for consideration to continue on to design. The ranking system is used as a guide in recommending the best projects to the TAB and BOS for inclusion in the TIP. A public involvement plan ensures that input from County citizens is obtained and considered as part of the DCR development process.

A project is designed only after a DCR is completed. Sometimes a project will be designed but not immediately scheduled for construction. This creates a shelf project that can later be scheduled for construction to take advantage of increased revenues or schedule slippage by other projects. However, in most cases the project will be considered for construction as the design plans near completion.

The MCDOT Public Works Land and Right-of-Way Division then begins to acquire the needed land from neighboring property owners. Obtaining right-of-way is a vital step in the construction process, since MCDOT can only build on property it owns or has legal access to through easements. The MCDOT Public Works Land and Right-of-Way Division handles all appraisals, real property title services, relocations, and negotiations with property owners and courts. As the final project details are worked out, the public is again involved, usually at a local public meeting.

When plans and specifications are finalized, potential contractors are notified about the project to solicit bids for construction. The procurement process requires MCDOT to use an open and competitive bidding process to award projects to general contractors. The County must accept the lowest, most responsible bidder.

Maricopa County personnel provide construction quality control inspections of all materials and processes to ensure the project is constructed to the contract specifications. Upon completion of the project, a one-year warranty period begins to ensure the completed project was built as intended and will withstand the Arizona environment.

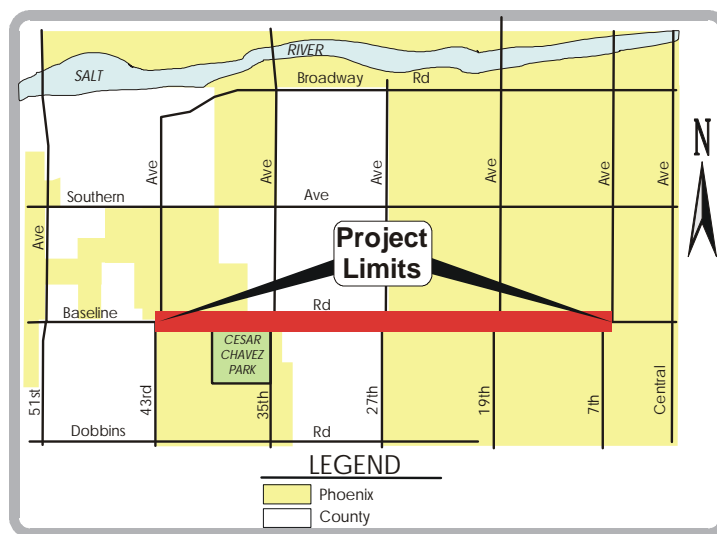


Baseline Road (7th Avenue to 43rd Avenue)

MCDOT

Engineering Firm:	URS
General Contractor:	Pulice Construction
Construction Manager:	Parsons-Brinckerhoff
Contract Price:	\$13,349,700
Construction Start:	11/06/00
Completion:	06/20/02
Length:	4.4 miles
Work Order:	68914

This project widened Baseline Road from two lanes to four lanes plus a left-turn lane, construction of a storm drain system and realignment of the 19th, 27th, and 43rd Avenue intersections.



2002 Construction Highlights



Baseline Road Westbound from 27th Avenue.



Baseline Road Eastbound from Cesar Chavez Park.

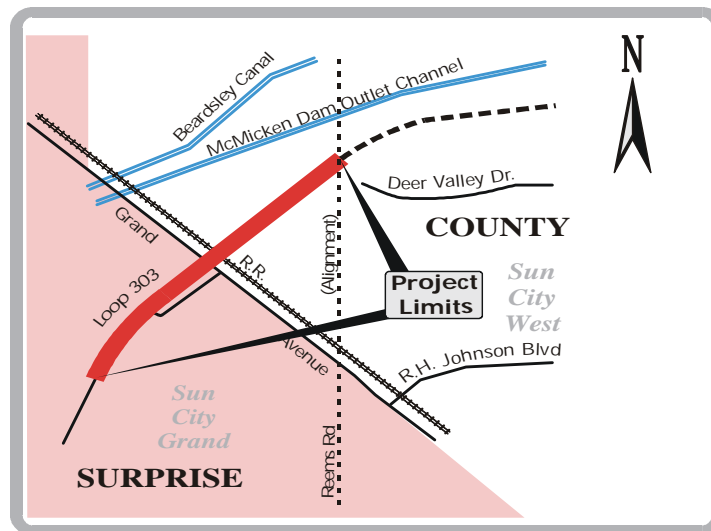


Estrella Overpass (Loop 303) @ Grand Avenue (US 60)

MCDOT

Engineering Firm:	Cannon & Associates
General Contractor:	Ed Kraemer & Sons
Construction Manager:	HDR
Contract Price:	\$12,182,196
Construction Start:	10/02/00
Completion:	04/20/02
Length:	2 miles
Work Order:	69005

This project realigned and extended the Estrella Roadway (Loop 303) to the Deer Valley Road alignment and provided an overpass across Grand Avenue (US 60).

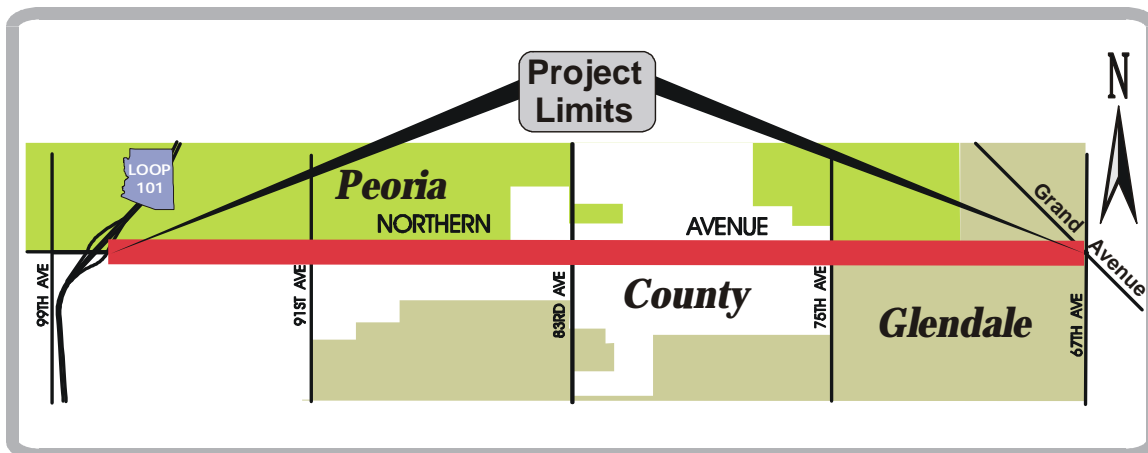


Northern Avenue (Loop 101 to Grand Avenue)

MCDOT

Engineering Firm:	Stanley Consultants
General Contractor:	Achen-Gardner
Construction Manager:	Earth-Tech
Contract Price:	\$6,988,436
Construction Start:	7/17/00
Completion:	5/6/02
Length:	3.5 miles
Work Order:	68915

This project constructed five lanes, including a continuous left turn lane, curb, gutter, and storm drains.



Northern Avenue Eastbound at 91st Avenue.



Northern Avenue Eastbound at 83rd Avenue.

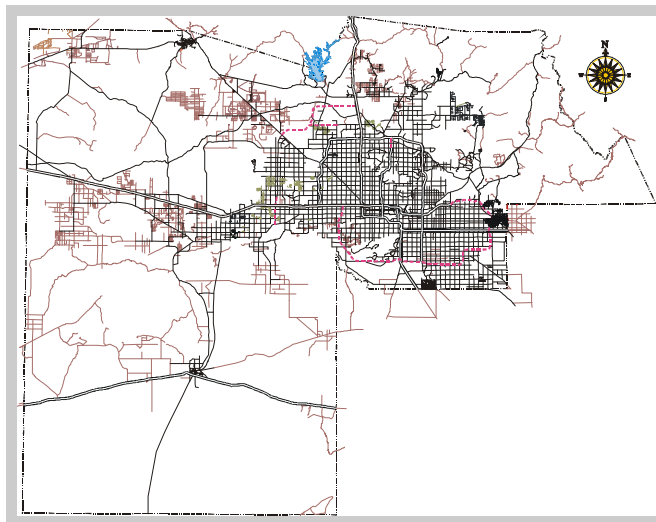


PM-10 Roads (Phase 1)

MCDOT

Engineering Firm:	Multiple engineering firms.
General Contractor:	Multiple contractors.
Construction Manager:	MCDOT
Contract Price:	\$778,000
Construction Start:	Spring 2001
Completion:	Winter 2001
Length:	20 miles
Work Order:	16201, 16202, 16203, 16204

This project is the first phase of MCDOT's federally mandated dust mitigation program. Phase one paved over 20 miles of roadway countywide.



Miami Avenue Eastbound.



111th Avenue looking South.

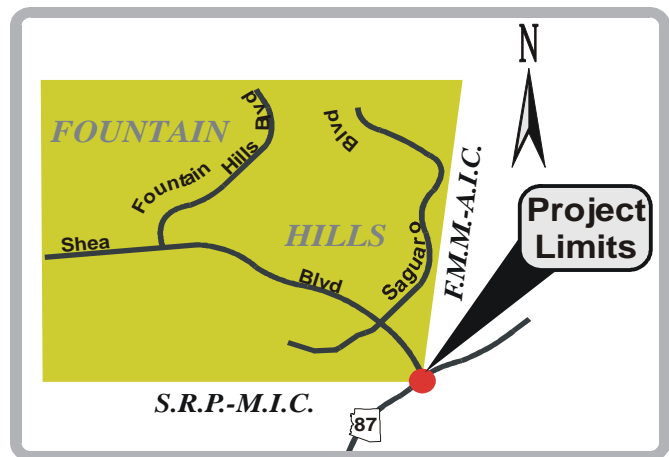
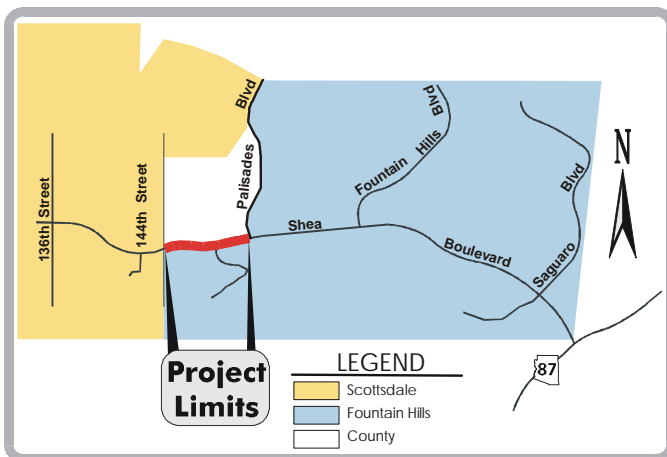


Shea Boulevard (144th Street to Palisades Boulevard & Beeline Highway to 600 ft west)

MCDOT

Engineering Firm:	Huitt-Zollars
General Contractor:	Hunter Contracting
Construction Manager:	Parsons-Brinckerhoff
Contract Price:	\$1,707,700
Construction Start:	7/11/00
Completion:	12/22/01
Length:	1.1 miles
Work Order:	68921 & 68925

This project widened Shea Boulevard in two places from four lanes with a median to a six lane curbed section with a raised median.



Westbound Shea Boulevard.



Shea Boulevard and SR87 intersection.



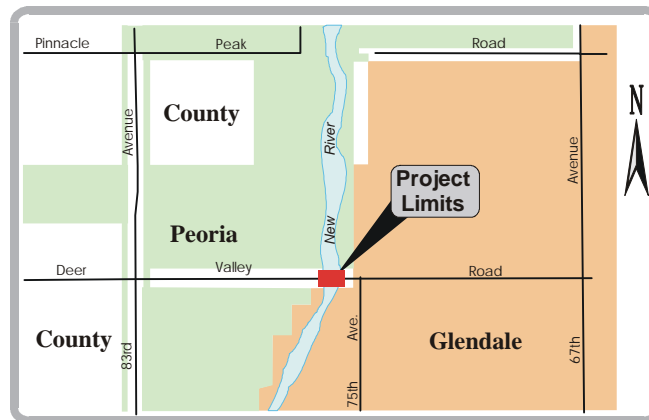
Projects under Construction or Contract in FY 2002

Deer Valley Road Bridge at New River

MCDOT

Engineering Firm:	Premier Engineering
General Contractor:	Hunter Contracting
Contract Price:	\$3,374,000
Construction Manager:	MCDOT
Construction Start:	April 2002
Completion:	5%
Work Order:	68982

This project is building a new four lane bridge to replace the existing two lane dip crossing.



Service road accommodating traffic during construction.



Existing New River Crossing Westbound.

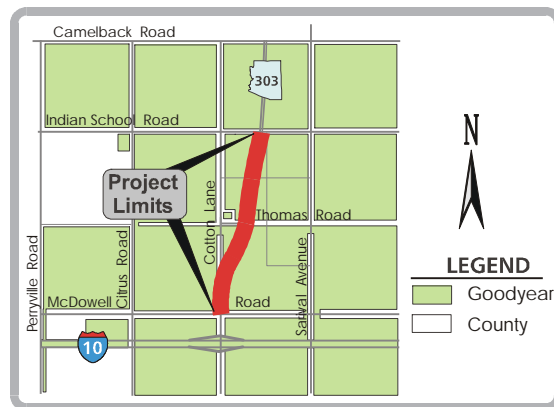


Loop 303: McDowell Road to 3/4 mile N. of Thomas Road

MCDOT

Engineering Firm:	Entranco
General Contractor:	Archon Contracting
Contract Price:	\$2.4 million
Construction Manager:	MCDOT
Construction Start:	May 2002
Completion:	0%
Work Order:	68965

This project will extend Loop 303 to Thomas Road with a four lane road. It will eliminate two 90 degree turns currently required to access or exit loop 303.



Thomas Road Southbound.



Northbound project limit, Indian School Road.

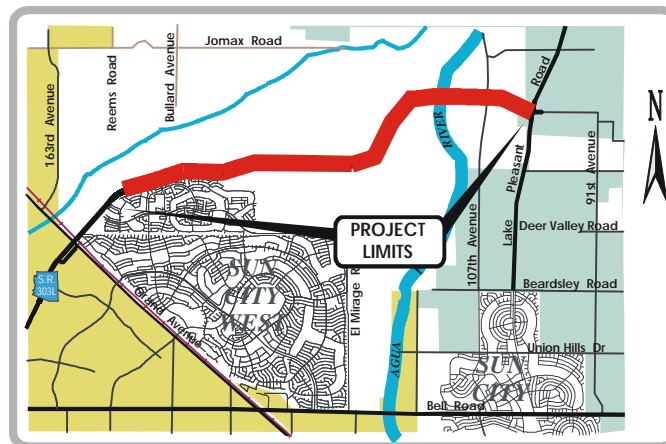


Estrella Interim Loop 303: Reems Road to Lake Pleasant Road

MCDOT

Engineering Firm:	HDR
General Contractor:	Phase 1—FNF Contracting
Estimated Construction Cost:	\$28,271,000
Construction Manager:	Phase 1-CEI
Construction Start:	Summer 2002
Completion:	2004
Work Order:	68840

This project will provide a new four lane interim roadway.



Loop 303 Westbound at Reems Road alignment.



Loop 303 Eastbound at Reems Road alignment.

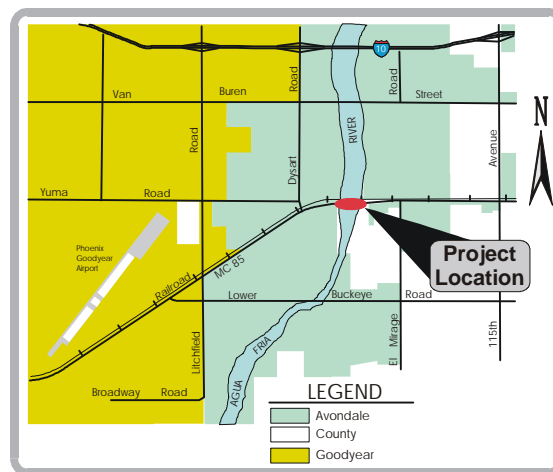


MC Highway 85 Bridge at Agua Fria River

MCDOT

Engineering Firm:	BRW/I NCA
General Contractor:	N/A
Estimated Construction Cost:	\$2,450,000
Construction Manager:	MCDOT
Construction Start:	Phase I, September 2002
Completion:	N/A
Work Order:	68933

This project will provide scour protection of the existing bridge to prevent damage during severe flooding.



M.C.85 Bridge Eastbound.



M.C.85 Bridge photographed from the south.

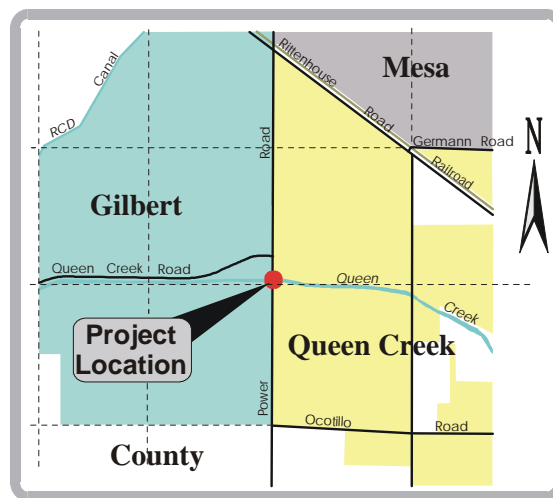


Power Road Bridge at Queen Creek Wash

MCDOT

Engineering Firm:	MCDOT
General Contractor:	AMES Construction
Contract Price:	\$1,418,000
Construction Manager:	MCDOT
Construction Start:	June 2002
Completion:	N/A
Work Order:	68976

This project will replace the existing two lane bridge with a new six lane structure to accommodate traffic.



Old Power Road Bridge structure.



Power Road bridge reconstructed.

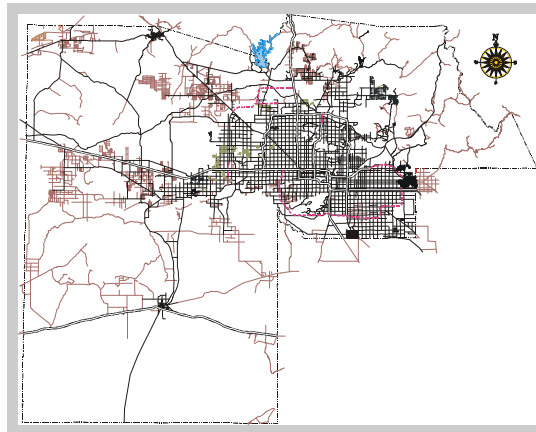


PM-10 Roads (Phase 2 Valley-wide)

MCDOT

Engineering Firm:	Multiple
General Contractor:	Multiple
Estimated Construction Cost:	\$7,545,000
Construction Manager:	Multiple
Construction Start:	Spring 2003
Completion:	N/A
Work Order:	16205, 16206, 16207, 16209, 16210, 16212, 16213

This project will pave specific dirt roads throughout the county in accordance with EPA Air Quality Standards.



Adobe Road scheduled for Phase 2.



40th Street is also scheduled for Phase 2.



TIP Projects Completed During Fiscal Year 2002

Project Name	Project Limits	Type of Work	Date Completed	Cost
Baseline Road	7th Avenue to 43rd Avenue	Roadway construction.	June 20, 2002	\$13,349,700
Estrella Overpass	3/4 mile South of Grand Avenue to Reems Road	Roadway construction.	April 20, 2002	\$12,182,196
Guadalupe Road	Hawes Road to Meridian Road	IGA payment.	May 2001	\$200,000
Guadalupe Road	Power Road to Hawes Road	IGA payment.	May 2001	\$50,000
Higley Road	Olney Road to Guadalupe Road	IGA payment.	April 2002	\$1,017,000
Lake Pleasant Road	Williams Road to SR 74	IGA payment.	June 2001	\$150,000
Northern Avenue	Loop 101 to Grand Avenue	Roadway construction.	May 6, 2002	\$6,988,436
PM-10 Roads	Phase I	Roadway construction.	April 2002	\$1,439,437
Rio Salado	McClintock Road to Smith Road	IGA reimbursement.	September 2001	\$1,027,000
Shea Boulevard	144th Street to Palisades Boulevard	Roadway construction.	December 22, 2001	\$1,680,000
Shea Boulevard	Beeline Highway to 600ft West	Roadway construction.	December 22, 2001	\$334,000
Thomas Road	99th Avenue to 91st Avenue	IGA payment.	April 2002	\$1,948,000

Table 3. TIP Projects Completed During Fiscal Year 2002

TIP Projects Deleted During FY 2002

Project Name	Project Limits	Type of Work	Savings
Val Vista Drive	Riggs Road to 1/2 mile South	Roadway construction	\$85,000

Table 4. TIP Projects Deleted during FY 2002



TIP Projects Rescheduled During Fiscal Year 2002

Project Name	Project Limits	Rescheduled From/To	Reason
27th Avenue	Twin Peaks Road to New River Road	2002 2003	Deferment of roadway construction. Design not complete.
AZTech Smart Corridors	Countywide	2004 2003	Advancement of Smart Corridor construction.
El Mirage Road	Bell Road to Beardsley Road	2003 2008	Deferment of right-of-way acquisition.
El Mirage Road	Beardsley Road to Loop 303	2003 2004	Deferment of right-of-way acquisition.
Higley Road	Olney Road to Guadalupe Road	2004 2002	Advanced IGA payment.
Thomas Road	99th Avenue to 91st Avenue	2004 2002	Advanced IGA payment.

Table 5. TIP Projects Rescheduled during Fiscal Year 2002

Completed TIP Project Support (IGA Reimbursements/Payments and Support Expenditures)

Project Name	Project Limit	Work Order	Type of Support	2003	2004	2005	2003	2007
115th Avenue Bridge	At Gila River	68832	IGA Reimbursement	(\$523)	(\$523)	(\$523)	(\$523)	(\$523)
Camelback Road	Litchfield Road to El Mirage Road	68227	Right-of-way	\$200	\$0	\$0	\$0	\$0
Estrella Roadway	Grade separation	69005	IGA Reimbursement	(\$340)	\$0	\$0	\$0	\$0
Gilbert Road	Williams Field Road to Ray Road	68956	IGA Payment	\$2,200	\$0	\$0	\$0	\$0
Laveen Area Conveyance Channel	N/A	69036	IGA Payment	\$0	\$500	\$0	\$0	\$0

Table 6. Completed TIP Project Support

Thousands of Dollars



The TIP project schedules on the following pages represent estimated schedules by major activity:

- Design – including Design Concept Reports and preliminary engineering design;
- Right-of-way including acquisition of land and/or legal access to land; and
- Construction – including utility relocation, environmental considerations and actual construction.
- Intergovernmental Agreement Payment – The time frame when MCDOT must pay for their contractual agreement concerning the joint funding of a project.

These project schedules reflect the earliest possible schedule per major activity. It is MCDOT policy to rush all projects to construction. Funds will be programmed on a “first ready, first fund” basis subject to funding availability.

TIP Project Listings and Maps

The following pages list projects planned for fiscal years 2003-2007. A brief description, map, and financial information describe each project location. All projects are listed in alphabetical order.

TIP Project Schedules, Listings, and Maps



Page	Project	FY2003			FY2004			FY2005			FY2006			FY2007		
55	27th Avenue (Twin Peaks Lane to New River Road)	—														
56	51st Avenue (Phase II) (Baseline Rd to South of Salt River Bridge) & (Baseline Rd: 43 Ave to 51 Ave)							—	—							
57	51st Avenue (Phase I) (South of Elliot Road to Baseline Road)	—	—	—						—	—					
58	56th Street (at Carefree Highway)															
59	75th Avenue (MC85 to Van Buren Street)	- - - - -														
60	87th Ave Channel (Deer Valley Drive to Williams Road)				• • • • •	—	—	—	—							
61	99th Avenue (McDowell Road to Bethany Home Road)	• • • • •														
62	107th Avenue (Rose Garden lane to Estrella Roadway)	• • •			—	—	—									
63	Alma School Road (Salt River Grade Control Structure)							—	—							
64	Alma School Road (McLellan Road to McKellips Road)							—	—							
65	AZTech Smart Corridors (County Wide)	—	—	—	—	—										
66	Bartlett Dam Road (Cave Creek Road to Horseshoe Dam Road)	• • • • •														
67	Bell Road (@ RH Johnson Blvd.)		—	—	—	—										
68	Brown Road (Ellsworth Road to Crismon Road)		—	—	—	—										
69	Bush Highway II (McKellips Road to McDowell Road)				★											
70	Cave Creek Road (Lone Mountain to Carefree Highway)	★			★			★			★			★		
71	Chandler Boulevard (West of Gilbert Rd. right-of-way)	• • •														
72	Chandler Heights Road Bridge (At Sanoki Wash)	—	—	—												
73	Chandler Heights Road Bridge (At Eastern Canal)										—					

• • • • Right-of-Way - - - - Design — Construction ★ IGA Payment/Reimbursement

Table 7. TIP Project Schedules by Major Activities



Page	Project	FY2003			FY2004			FY2005			FY2006			FY2007		
74	Dysart Road (at Wadell/Thunderbird)	■	■	■												
75	El Mirage Road (Beardsley Road to Loop 303)	■	■	■	●	●	●	●	●	●						
76	El Mirage Road (Bell Road to Beardsley Road)	■	■	■												
77	Elliot Road (Val Vista Road to Greenfield Road)						★									
78	Ellsworth Road (Germann Road to Guadalupe Road)	●	●	●	●	●	■	■	■	■	■	■	■			
79	Ellsworth Road (University Drive to McLellan Road)	●	●	●	●	●	■	■	■	■	■	■	■			
80	Estrella Parkway (Yuma Road to McDowell Road)	●	●	●	●	■	■	■	■	■						
81	Gilbert Road (McDowell Road to Thomas Road)	●	●	●	●	■	■	■	■	■						
82	Gilbert Road (Warner Road to Water Tank Road)				■	■	■	■	■	■						
83	Jackrabbit Trail (Yuma Road to Thomas Road)	■	■	■	■	■	■	■	■	■						
84	Lindsay Road (Williams Field Road to Ray Road)								★							
85	Loop 303 (Indian School to Clear View)	■	■	■	■	■										
86	Loop 303 (Intersections Improvements)		★													
87	M.C. Highway 85 (107th Avenue to 91st Avenue)	■	■	■	■	■										
88	M.C. Highway 85 (91st Avenue to 75th Ave)		■	■	■	■	■	■	■	■						
89	M.C Highway 85 (Airport Road to Jackrabbit Trail)			■	■	■	■	■	■	■						
90	M.C. Highway 85 (Bullard Wash to Litchfield Road)	●	●	●	●	●	■	■	■	■						

●●●● Right-of-Way ■■■ Design — Construction ★ IGA Payment/Reimbursement



Page	Project	FY2003				FY2004				FY2005				FY2006				FY2007			
91	M.C. Highway 85 (Cotton Lane to Estrella Parkway)	•	•	•	•	•	•	•													
92	M.C Highway 85 (El Mirage Road to 115th Avenue)					■	■	■	■	■	■										
93	M.C Highway 85 Bridge (at Avondale Wash)	■	■	■	■																
94	McDowell Road (Pima Freeway to Alma School Road)					■	■	■	■	■	■										
95	McDowell Mountain Road (Shoulder widening, bicycle project)									■	■	■	■	■	■						
96	McQueen Road (Queen Creek Road to Pecos Road)	•	•	•	•	•	•	•	•												
97	Ocotilla Road (Wickenburg) (Manrad Drive to Palo Verde Drive)	■	■	■																	
98	Old US 80 Bridge (At Hassayampa River)									■	■	■	■								
99	Pinnacle Peak Road (Lake Pleasant Road to 83rd Avenue)					■	■	■	■	■											
100	PM-10 Roads (County Wide) 16200	■	■	■	■	■	■	■	■												
101	PM-10 Roads (Phase 3 —NE Valley) 16208	•	•	•	•	•	•	•	•	■	■										
102	PM-10 Roads (Phase 3 —SE Valley) 16214	•	•	•	•	•	•	•	•	■	■										
103	PM-10 Roads (Phase 3 —SE Valley) 16215	•	•	•	•	•	•	•	•	■	■										
104	PM-10 Roads (Phase 3 —NE Valley) 16216	•	•	•	•	•	•	•	•	■	■										
105	Power Road (Williams Field Road to Ray Road)					■	■	■	■												

•••• Right-of-Way ■■■ Design ■■■ Construction ★ IGA Payment/Reimbursement



Page	Project	FY2003	FY2004	FY2005	FY2006	FY2007
106	Queen Creek Road Culvert (At Eastern Canal)		—————			
107	Queen Creek Road (Arizona Ave to McQueen Road)			—————	
108	Ray Road (Lindsay Road to Greenfield Road)		★			
109	Riggs Road (I-10 to Price Road)		—————			
110	Riggs Road (Arizona Ave to Gilbert Road)		★			
111	Tuthill Road Bridge (At Gila River)			—————		
112	Val Vista Drive (Ray Road to Warner Road)		★			
113	Warner Road (Lindsay Road to Greenfield Road)		★			
114	Williams Field Road (Gilbert Road to Lindsay Road)	— — —				
115	Williams Field Road (At Higley Road)	...		—————		

..... Right-of-Way — — — Design ————— Construction ★ IGA Payment/Reimbursement



27th Avenue (Twin Peaks Lane to New River Road)

MCDOT

Map Reference: 1

Description: This project will grade, drain, and pave the existing gravel road to provide two travel lanes, as well as improve the vertical alignment. Benefits include dust mitigation, increased safety and capacity, smoother ride, better drainage, and less maintenance.

Key Issues:

- Current traffic volumes create a dust problem for adjacent property owners.
- Existing grades are steep and ride quality is poor due to surface roughness.
- Relocation of some native plants within the new right-of-way is anticipated.
- Design speed will be limited to 25 mph based on sight-distance requirements.

Project Manager: David DeWeese

Work Order: 16100

District: 3

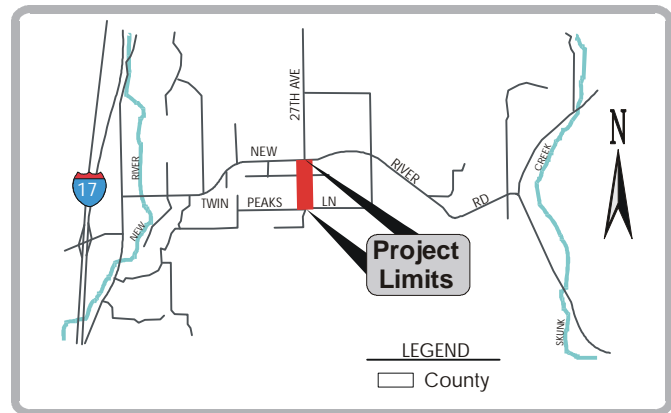
Length: 0.4 miles

IGA Partnerships: None

Estimated Construction Date: August 2002

Detour (Road Closures): No detours anticipated

Right of Way: Slope easements plus an additional 40 feet of new right-of-way have been acquired to provide the total width needed (80 feet) to upgrade the road.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$82	\$82	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$6	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$200	\$75	\$125	\$0	\$0	\$0	\$0	\$125	\$0
Project Total	\$288	\$163	\$125	\$0	\$0	\$0	\$0	\$125	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$288	\$163	\$125	\$0	\$0	\$0	\$0	\$125	\$0

Project expenditures in thousands.



51st Avenue (Phase II)

(Broadway Road to Baseline Road)

(Baseline Road: 43rd Avenue to 51st Avenue)

MCDOT

Map Reference: 2

Description: This project will widen the existing two lane roadway to a four lane roadway with a raised median. Discussions are underway for Phoenix to assume the lead on the project.

Key Issues:

- Utility relocation.
- Coordination with the 51st Avenue project south of Baseline and with SRP relocation design.
- Relocation of 51st Avenue centerline.

Project Manager: Thomas Larson

Work Order: 68943

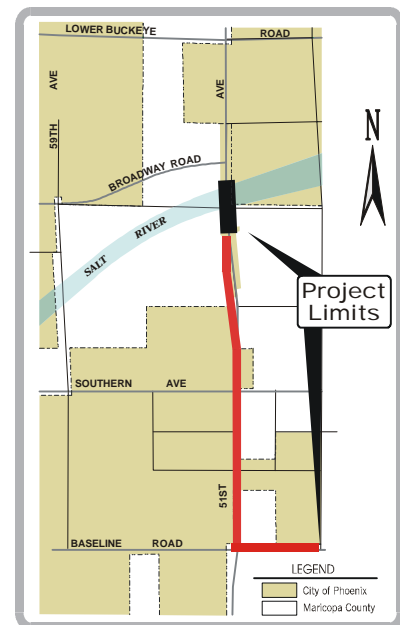
District: 5

Length: 3 miles

IGA Partnerships: City of Phoenix for right-of-way acquisition.
FCD for the Laveen Conveyance channel.

Estimated Construction Date: 2005-2006

Detour (Road Closures): No detours anticipated.



Right of Way: The existing right-of-way is 73'. 150'-175' will be needed to complete the project.

Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$599	\$378	\$152	\$0	\$0	\$0	\$0	\$152	\$69
Right-of-Way	\$793	\$788	\$5	\$0	\$0	\$0	\$0	\$5	\$0
Environmental	\$1	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$1,032	\$532	\$0	\$0	\$500	\$0	\$0	\$500	\$0
Construction	\$9,450	\$0	\$0	\$0	\$2,700	\$6,250	\$0	\$8,950	\$500
Project Total	\$11,875	\$1579	\$157	\$0	\$3,200	\$6,250	\$0	\$9,607	\$569
Reimbursements	(\$120)	(\$120)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$11,755	\$1459	\$157	\$0	\$3,200	\$6,250	\$0	\$9,607	\$569

Project expenditures in thousands.



51st Avenue (Phase I)

(South of Elliot Road to Baseline Road)

MCDOT

Map Reference: 3

Description:

This project will widen 51st Avenue from Baseline to Elliot Road from a two lane major arterial to a three lane major arterial south of Dobbins, a five lane arterial from Dobbins to Baseline, plus increasing the turning radii at the intersection.

Key Issues:

- Safety of Laveen residents.
- Truck traffic (20%).
- Coordination with all stakeholders
- New housing development and increases in traffic volume.
- Project on hold due to City of Phoenix's request to take the design lead on it.

Project Manager: Nariman Zadeh

Work Order: 68913

District: 5

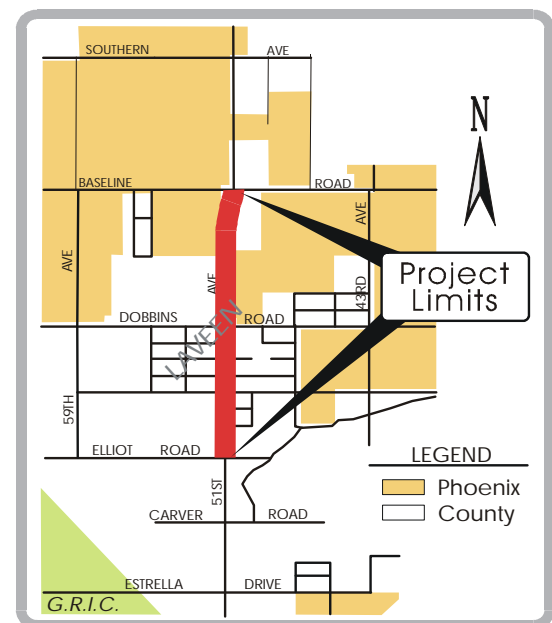
Length: 2 miles

IGA Partnerships: The City of Phoenix

Estimated Construction Date: 2005

Detour (Road Closures): No detours anticipated.

Right of Way: Additional right-of-way will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$18	\$18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$754	\$624	\$130	\$0	\$0	\$0	\$0	\$130	\$0
Environmental	\$11	\$11	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$500	\$0	\$0	\$300	\$0	\$0	\$0	\$300	\$200
Construction	\$1,747	\$0	\$0	\$0	\$597	\$1,150	\$0	\$1,747	\$0
Project Total	\$3,030	\$653	\$130	\$300	\$597	\$1,150	\$0	\$2,177	\$200
Reimbursements	(\$50)	\$0	(\$50)	\$0	\$0	\$0	\$0	(\$50)	\$0
MCDOT Net Cost	\$2,980	\$653	\$80	\$300	\$597	\$1,150	\$0	\$2,127	\$200

Project expenditures in thousands.



56th Street (at Carefree Highway)

MCDOT

Map Reference: 4

Description:

This project will signalize the intersection of 56th Street and Carefree Highway. Additionally, it will provide a southbound left-turn lane and right-turn bay on 56th Street to accommodate for the school traffic.

Key Issues:

- Timely completion of project to accommodate school traffic.

Project Manager:

Nicolaas Swart

Work Order:

12562

District:

2

Length:

Intersection improvement.

IGA Partnerships:

Town of Cave Creek, Town of Carefree, Carefree Unified School District, and City of Scottsdale.

Estimated

Construction Date:

Summer 2002

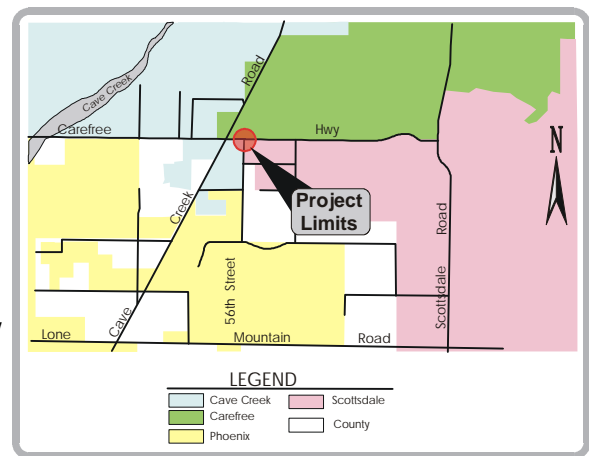
Detour

(Road Closures):

Possible traffic accommodation detours.

Right of Way:

None anticipated.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$300	\$0	\$300	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$300	\$0	\$300	\$0	\$0	\$0	\$0	\$0	\$0
Reimbursements	(\$300)	\$0	(\$300)	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Project expenditures in thousands.



75th Avenue

(MC85 to Van Buren Street)

MCDOT

Map Reference: 5

Description:

This project will result in a Design Concept Report for the reconstruction of 75th Avenue from two lanes to five lanes including a continuous left-turn lane. It also includes possible utility relocations and upgrades to the Southern Pacific Railroad crossing. The project will increase roadway travel capacities and traffic safety.

Key Issues:

- Utilities
- Irrigation
- Bridge reconstruction
- Railroad crossing upgrade
- Coordination with other agencies

Project Manager: Sami Ayoub

Work Order: 68986

District: 5

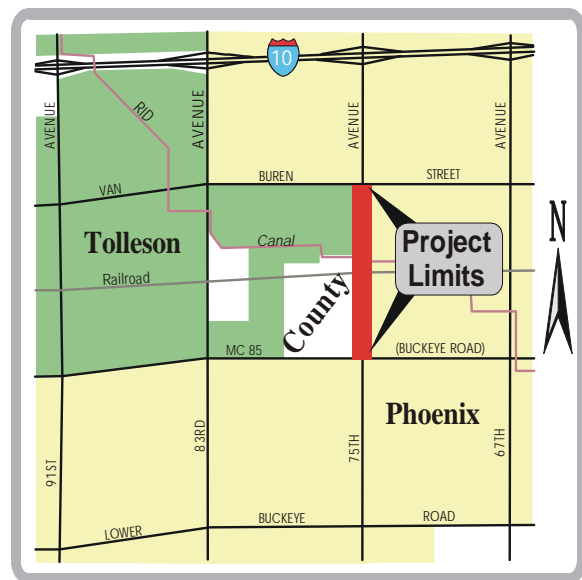
Length: 1 mile

IGA Partnerships: IGA's with Cities of Phoenix and Tolleson

Estimated Construction Date: This project is currently funded for Design Concept Report only.

Detour (Road Closures): No detours are anticipated.

Right of Way: Minor Right-of-way will be required in addition to the existing 66'-110' of width.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$70	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$32	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32
Environmental	\$24	\$7	\$0	\$0	\$0	\$0	\$0	\$0	\$17
Utilities	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
Construction	\$2,025	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,025
Project Total	\$2,401	\$77	\$0	\$0	\$0	\$0	\$0	\$0	\$2,324
Reimbursements	(\$1,155)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,246	\$77	\$0	\$0	\$0	\$0	\$0	\$0	\$2,324

Project expenditures in thousands.



87th Avenue Channel

(Deer Valley Road to Williams Drive)

MCDOT

Map Reference: 6

Description: This is a pavement and drainage improvement project. MCFCD studies indicate a need for an area solution requiring participation of residents, MCFCD, and Peoria.

- Key Issues:**
- Flooding of the 87th Avenue project area within the county right-of-way and Deer Valley Road is being studied by MCFCD.
 - Citizen concern about the speed of traffic, recent developments, City of Peoria annexation, and roadway improvements impacting their quality of life.
 - MCFCD Master Drainage Study results.

Project Manager: Thomas Larson

Work Order: 68961

District: 4

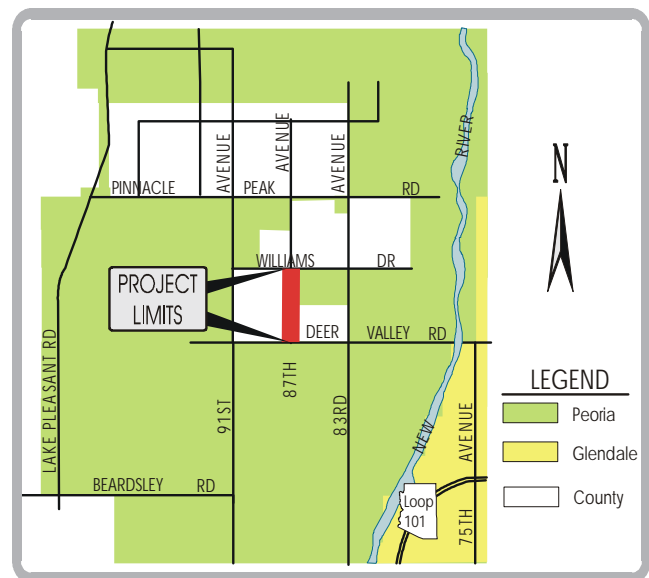
Length: 1/2 mile

IGA Partnerships: Maricopa County Flood Control District (MCFCD).

Estimated Construction Date: Dependent on formation of funding partnerships.

Detour (Road Closures): No detours are anticipated.

Right of Way: Right-of-way will be acquired at the NW corner of 87th Avenue and Deer Valley Road.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$88	\$88	\$0	\$47	\$0	\$0	\$0	\$47	\$0
Right-of-Way	\$50	\$0	\$0	\$50	\$0	\$0	\$0	\$50	\$0
Environmental	\$8	\$0	\$0	\$8	\$0	\$0	\$0	\$8	\$0
Utilities	\$100	\$0	\$0	\$100	\$0	\$0	\$0	\$100	\$0
Construction	\$625	\$0	\$0	\$0	\$625	\$0	\$0	\$625	\$0
Project Total	\$871	\$88	\$0	\$205	\$625	\$0	\$0	\$830	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$871	\$88	\$0	\$205	\$625	\$0	\$0	\$830	\$0

Project expenditures in thousands.



99th Avenue

(McDowell Road to Bethany Home Road)

MCDOT

Map Reference: 7

Description: This project will design a new five lane roadway along the section line of 99th Avenue. The existing road is offset west of the monument line from McDowell Road to the Grand Canal.

Key Issues:

- Drainage ditch on east side of road.
- Traffic management
- Right-of-way

Project Manager: Ray Smith

Work Order: 68974

District: 4&5

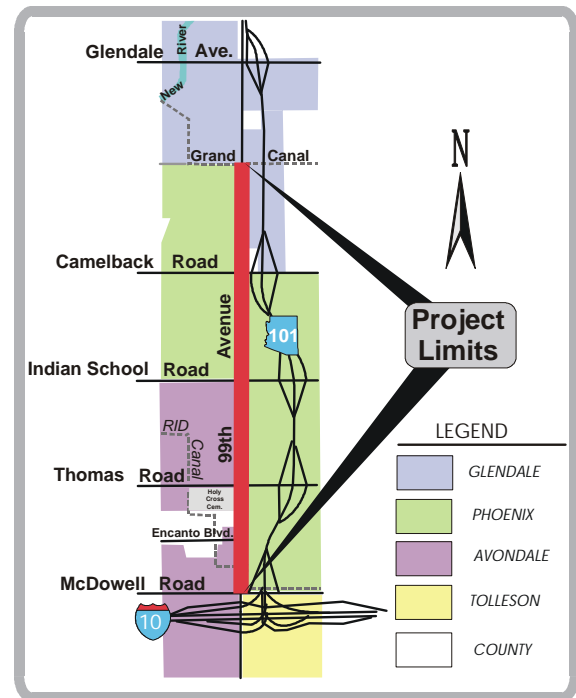
Length: 4 miles

IGA Partnerships: City of Avondale and City of Phoenix

Estimated Construction Date: This project is funded for Design Concept Report and right-of-way acquisition only.

Detour (Road Closures): N/A

Right of Way: Additional right-of-way will be required for this project.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$788	\$201	\$0	\$0	\$0	\$0	\$0	\$0	\$587
Right-of-Way	\$2,007	\$835	\$100	\$0	\$0	\$0	\$0	\$100	\$1,072
Environmental	\$8	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$6
Utilities	\$13,939	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,939
Construction	\$10,714	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,714
Project Total	\$27,456	\$1,038	\$100	\$0	\$0	\$0	\$0	\$100	\$26,318
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$27,456	\$1,038	\$100	\$0	\$0	\$0	\$0	\$100	\$26,318

Project expenditures in thousands.



107th Avenue

(Rose Garden Lane to Estrella Roadway)

MCDOT

Map Reference: 8

Description: This project will construct a two lane roadway for dust control and connection to Loop 303 south of Jomax.

Key Issues:

- Dust control.
- Connection to Estrella Roadway.
- Coordination of local development construction.
- Construct with Estrella Roadway to provide borrow dirt.

Project Manager: Ray Smith

Work Order: 68932

District: 4

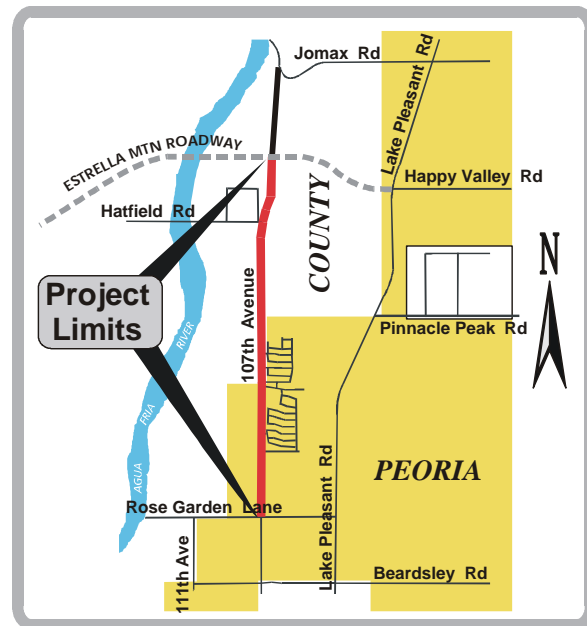
Length: 2 miles

IGA Partnerships: City of Peoria.

Estimated Construction Date: December 2002

Detour (Road Closures): No detours are anticipated.

Right of Way: Some additional right-of-way will be needed to accommodate cut and fill slopes.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$284	\$282	\$0	\$0	\$0	\$0	\$0	\$0	\$2
Right-of-Way	\$575	\$535	\$40	\$0	\$0	\$0	\$0	\$40	\$0
Environmental	\$18	\$18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$152	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152
Construction	\$2,130	\$0	\$1,275	\$855	\$0	\$0	\$0	\$2,130	\$0
Project Total	\$3,159	\$835	\$1,315	\$855	\$0	\$0	\$0	\$2,170	\$154
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$3,159	\$835	\$1,315	\$855	\$0	\$0	\$0	\$2,170	\$154

Project expenditures in thousands.



Alma School Road

(Salt River Grade Control Structure)

MCDOT

Map Reference: 9

Description: This project will redesign the existing grade control structure which is needed to protect the Alma School Road Bridge foundations from flood water eroding the soil.

Key Issues:

- Acquiring access, temporary construction easements and new right-of-way from Salt River Pima Maricopa Indian Community.
- Design for full depth of the downstream head cut caused by unregulated mining in the river bed.

Project Manager: Andrzej Wojakiewicz

Work Order: 80408

District: 2

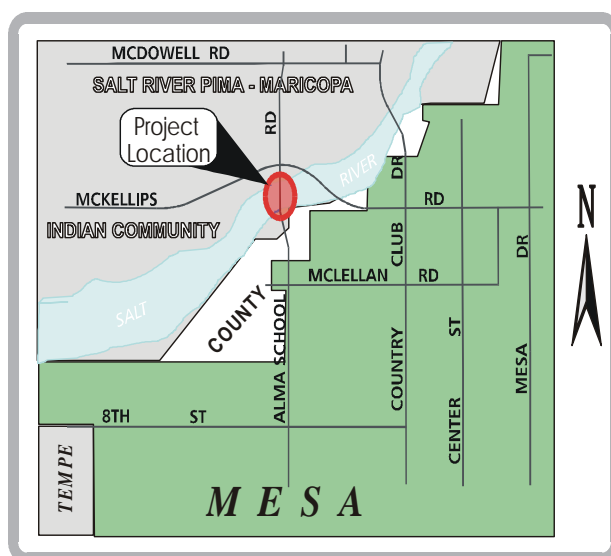
Length: Approximately 940 feet

IGA Partnerships: None anticipated

Estimated Construction Date: FY 2004-2005

Detour (Road Closures): No detours are anticipated.

Right of Way: A 73' wide strip of right-of-way along the width of the river will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$91	\$91	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$95	\$95	\$100	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$1	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$3,680	\$0	\$0	\$0	\$2,597	\$1,083	\$0	\$3,680	\$0
Project Total	\$3,867	\$187	\$0	\$0	\$2,597	\$1,083	\$0	\$3,680	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$3,867	\$187	\$100	\$0	\$2,597	\$1,083	\$0	\$3,680	\$0

Project expenditures in thousands.



Alma School Road

(McLellan Road to McKellips Road)

MCDOT

Map Reference: 10

Description: This project will widen the south bridge over the Salt River on Alma School Road from McLellan Road to the north bridge.

Key Issues:

- Coordination with Salt River Pima Maricopa Indian Community.
- Scour protection of existing bridge.
- Coordination with all stakeholders

Project Manager: Andrzej Wojakiewicz

Work Order: 68931

District: 2

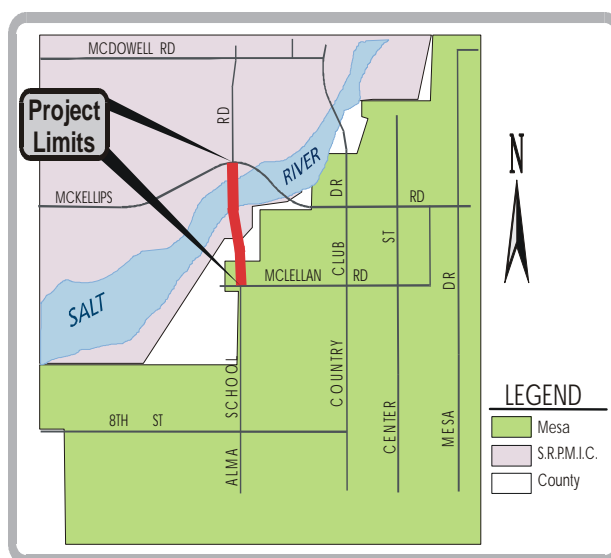
Length: .75 mile

IGA Partnerships: None

Estimated Construction Date: 2004

Detour (Road Closures): No detours are anticipated.

Right of Way: Additional right-of-way will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$382	\$311	\$0	\$0	\$0	\$0	\$0	\$0	\$71
Right-of-Way	\$320	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,972	\$1,972	\$0	\$0	\$1,972	\$0	\$0	\$1,972	\$0
Project Total	\$2,676	\$2,605	\$0	\$0	\$1,972	\$0	\$0	\$1,972	\$71
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,676	\$2,605	\$0	\$0	\$0	\$1,972	\$0	\$1,972	\$71

Project expenditures in thousands.



AZTech Smart Corridors

Construction

MCDOT

Map Reference: 11

Description: This project is to construct an Intelligent Transportation System (ITS) "Smart Instrumentation" for 10 arterial corridors. The project will involve designed vehicle detection systems (VDS), closed circuit TV (CCTV) and changeable message sign (CMS) and communications along the ten Smart Corridors.

Key Issues:

- ITS integration and coordination with multiple jurisdictions in Maricopa County.
- Building effective public/private partnerships.

Project Manager: Dale Thompson

Work Order: 68989

District: All

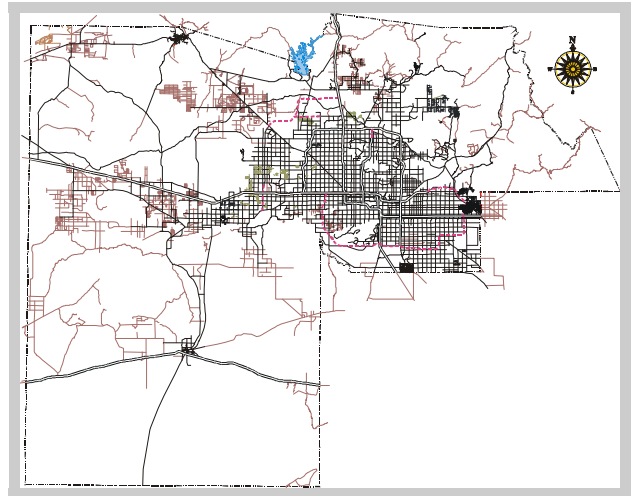
Length: N/A

IGA Partnerships: Multiple public and private agencies.

Estimated Construction Date: FY 2003

Detour (Road Closures): No detours are anticipated.

Right of Way: None is expected to be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$416	\$416	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$7	\$7	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,053	\$53	\$820	\$1,180	\$0	\$0	\$0	\$2,000	\$0
Project Total	\$2,476	\$476	\$820	\$1,180	\$0	\$0	\$0	\$2,000	\$0
Reimbursements	(\$1,732)	\$0	(\$1,732)	\$0	\$0	\$0	\$0	(\$1,732)	\$0
MCDOT Net Cost	\$744	\$476	(\$912)	\$1,180	\$0	\$0	\$0	\$268	\$0

Project expenditures in thousands.



Bartlett Dam Road

(Cave Creek Road to Horseshoe Dam Road)

MCDOT

Map Reference: 12

Description: This project is to prepare a design plan for the reconstruction and widening of the existing roadway to provide two travel lanes with paved shoulders that will also serve as bike lanes. This project will also widen the intersection at Cave Creek Road to improve sight distance and increase capacity.

Key Issues:

- Acquisition of Federal Funds for construction.
- High percentage of RV traffic, including vehicles with boat trailers.
- Generally located within the jurisdiction of the Tonto National Forest.
- Environmental impacts to biological and cultural resources.
- Application to US Army Corps of Engineers for Section 404 permit.

Project Manager: David DeWeese

Work Order: 68967

District: 2

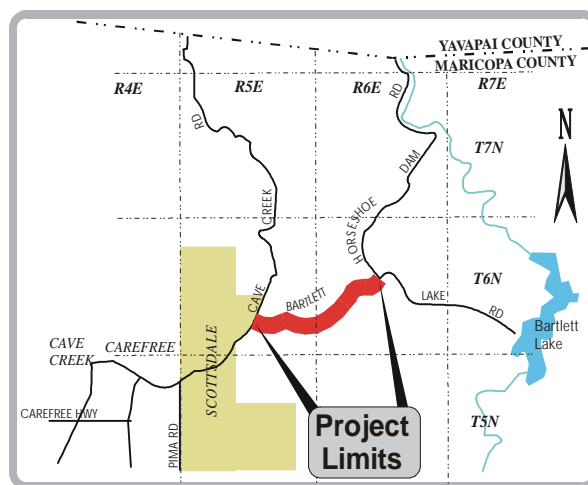
Length: 6.43 miles

IGA Partnerships: The U.S Forest Service will help fund the roadway construction by donating right-of-way.

Estimated Construction Date: Currently funded for design and right-of-way acquisition only.

Detour (Road Closures): Detours and temporary roadway closures may be expected.

Right of Way: An additional 100 feet of right-of-way will be required for completion of project.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$532	\$532	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$25	\$0	\$25	\$0	\$0	\$0	\$0	\$25	\$0
Environmental	\$19	\$19	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$8,884	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,884
Project Total	\$9,460	\$551	\$25	\$0	\$0	\$0	\$0	\$25	\$8,884
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$9,460	\$551	\$25	\$0	\$0	\$0	\$0	\$25	\$8,884

Project expenditures in thousands.



Bell Road

(at RH Johnson Intersection)

MCDOT

Map Reference: 13

Description: The purpose of this project is to design a westbound right turn lane on Bell Road to accommodate the heavy right turn movement from Bell Road at RH Johnson Boulevard.

Key Issues:

- Reconfiguration of channel and box culverts on North side.
- Relocation of traffic signal.
- Relocation of Utilities.

Project Manager: Samir Hatab

Work Order: 69041

District: 4

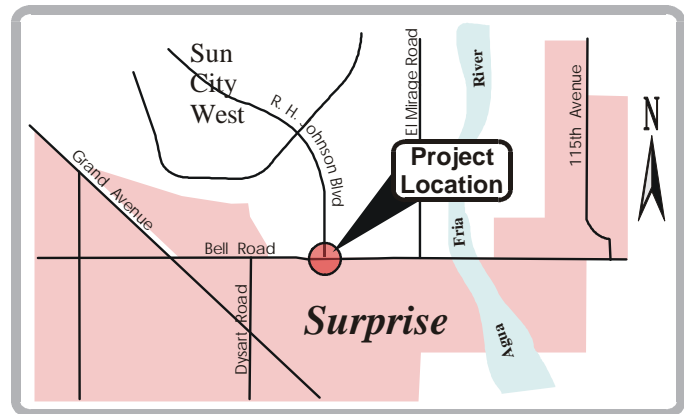
Length: 600 feet

IGA Partnerships: City of Surprise

Estimated Construction Date: Project is budgeted for design only.

Detour (Road Closures): N/A

Right of Way: Additional Right-of-Way will be required for this project.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$100	\$0	\$50	\$50	\$0	\$0	\$0	\$100	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$5	\$0	\$5	\$0	\$0	\$0	\$0	\$5	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$825	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$825
Project Total	\$930	\$0	\$55	\$50	\$0	\$0	\$0	\$105	\$825
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$930	\$0	\$55	\$50	\$0	\$0	\$0	\$105	\$825

Project expenditures in thousands.



Brown Road

(Ellsworth Road to Crismon Road)

MCDOT

Map Reference: 14

Description: This project will lay the groundwork for construction of a six lane roadway section with a two-way left turn lane.

Key Issues:

- Resizing several existing cross road drainage pipes.
- Relocation of overhead 12Kv power lines.
- Replacing the existing lattice suspension tower.

Project Manager: Nariman Zadeh

Work Order: 69044

District: 2

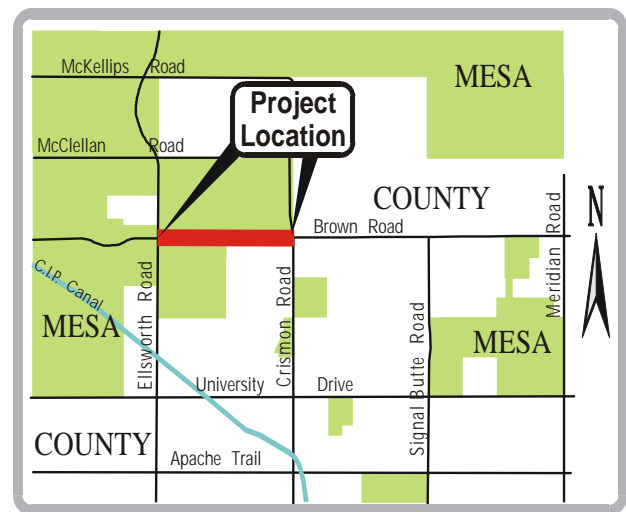
Length: 2.8 miles

IGA Partnerships: City of Mesa

Estimated Construction Date: This project is funded for a Design Concept Report only.

Detour (Road Closures): N/A

Right of Way: Additional right-of-way may be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$320	\$0	\$35	\$35	\$0	\$0	\$0	\$70	\$250
Right-of-Way	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
Environmental	\$10	\$0	\$10	\$0	\$0	\$0	\$0	\$10	\$0
Utilities	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150
Construction	\$3,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100
Project Total	\$3,830	\$0	\$45	\$35	\$0	\$0	\$0	\$80	\$3,750
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$3,830	\$0	\$45	\$35	\$0	\$0	\$0	\$80	\$3,750

Project expenditures in thousands.



Bush Highway II

(McKellips Road to McDowell Road)

MCDOT

Map Reference: 15

Description: This project will upgrade the existing four lanes to six lanes.

Key Issues:

- City of Mesa schedule for construction.
- City of Mesa is the lead on this project.

Project Manager: Richard Bohan

Work Order: 68261

District: 2

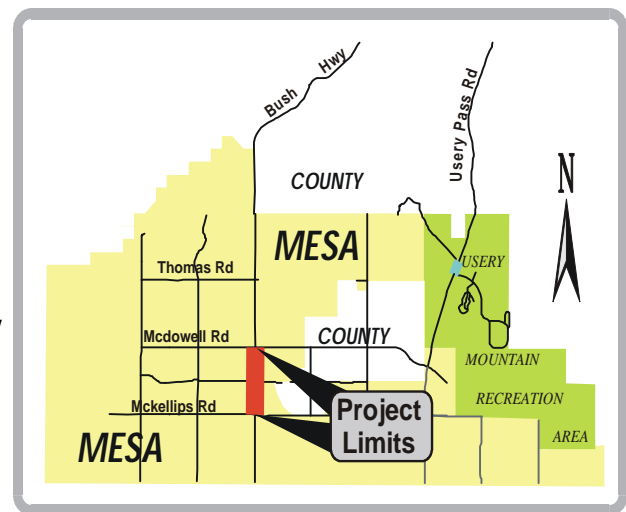
Length: 1 mile

IGA Partnerships: MCDOT will participate with the City of Mesa on their project.

Estimated Construction Date: 2004

Detour (Road Closures): The road will remain open during construction.

Right of Way: Mesa will determine the required right-of-way.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$717	\$0	\$0	\$717	\$0	\$0	\$0	\$717	\$0
Project Total	\$717	\$0	\$0	\$717	\$0	\$0	\$0	\$717	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$717	\$0	\$0	\$717	\$0	\$0	\$0	\$0	\$0

Project expenditures in thousands.



Cave Creek Road

(Lone Mountain Road to Carefree Highway)

MCDOT

Map Reference: 16

Description: The city of Phoenix is responsible for the design and construction of this project. To date, MCDOT has contributed \$170,00 for design and \$4,748,000 for construction.

Key Issues:

- The reimbursements are from the Town of Cave Creek as MCDOT paid Cave Creek's share of the project through an IGA.

Project Manager: Max Hamlin

Work Order: 68834

District: 3

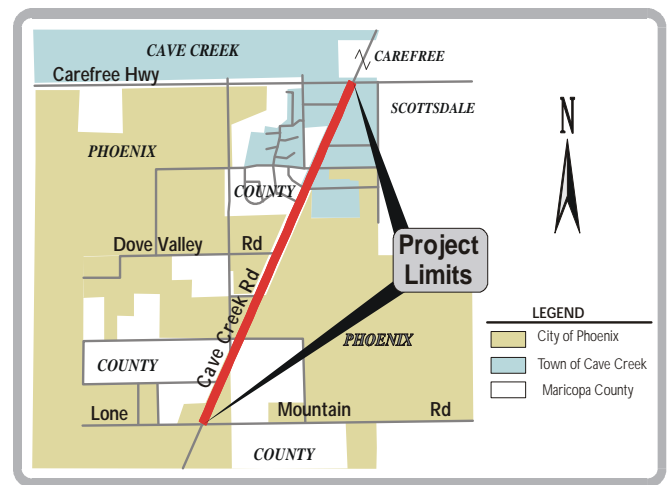
Length: N/A

IGA Partnerships: The City of Phoenix and the Town of Cave Creek.

Estimated Construction Date: The project is complete.

Detour (Road Closures): N/A

Right of Way: MCDOT acquired the needed right-of-way.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$606	\$706	\$100	\$0	\$0	\$0	\$0	\$100	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$4,750	\$4,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$4,750	\$4,750	\$100	\$0	\$0	\$0	\$0	\$0	\$0
Reimbursements	(\$273)	(\$46)	(\$45)	(\$45)	(\$45)	(\$45)	(\$45)	(\$225)	\$0
MCDOT Net Cost	\$4,477	\$4,704	\$55	(\$45)	(\$45)	(\$45)	(\$45)	(\$225)	\$0

Project expenditures in thousands.



Chandler Boulevard (West of Gilbert Road)

MCDOT

Map Reference: 17

- Description:** This project will seek the purchase of the right-of-way in a county island in the intersection of Chandler Boulevard and Gilbert Road. The right-of-way will be needed to complete full improvements to the intersection. The City of Chandler will construct the road improvements when right-of-way is obtained.
- Key Issues:**
- Potential environmental problems are being investigated.
 - If little environmental mitigation is required, MCDOT will proceed with the purchase.

Project Manager: Toni Soderman

Work Order: 69021

District: 1

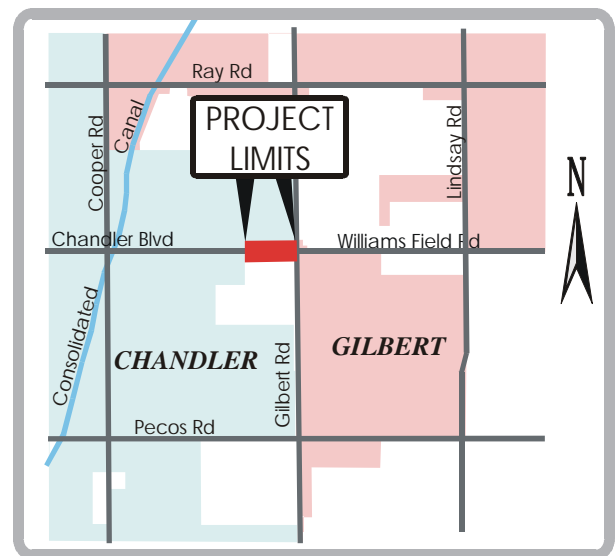
Length: 1000 feet

IGA Partnerships: City of Chandler

Estimated Construction Date: This project is funded for design only.

Detour (Road Closures): No detours are anticipated.

Right of Way: MCDOT will purchase part of the right-of-way.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$699	\$679	\$20	\$0	\$0	\$0	\$0	\$20	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$456	\$456	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$1,155	\$1,135	\$20	\$0	\$0	\$0	\$0	\$20	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,155	\$1,135	\$20	\$0	\$0	\$0	\$0	\$20	\$0

Project expenditures in thousands.



Chandler Heights Road Bridge (at Sanoki Wash)

MCDOT

Map Reference: 18

Description: This Project is to design a five lane bridge (68' wide) over Sanoki Wash, replacing an existing un-bridged (dip) crossing.

Key Issues:

- The Town of Queen Creek and the Maricopa County Flood Control District will participate in the construction funding.

Project Manager: Andrzej Wojakiewicz

Work Order: 69026

District: 1

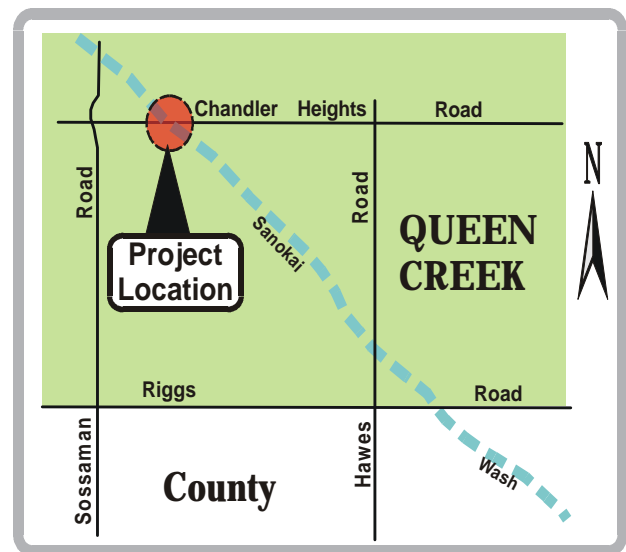
Length: 0.5 mile

IGA Partnerships: Possible partnering with the Town of Queen Creek and the MCFCD.

Estimated Construction Date: This project is funded for design only.

Detour (Road Closures): No detours are anticipated.

Right of Way: N/A



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$130	\$0	\$130	\$0	\$0	\$0	\$0	\$130	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750
Project Total	\$880	\$0	\$130	\$0	\$0	\$0	\$0	\$130	\$750
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$880	\$0	\$130	\$0	\$0	\$0	\$0	\$130	\$750

Project expenditures in thousands.



Chandler Heights Road Bridge (at Eastern Canal)

MCDOT

Map Reference: 19

Description: This project is to design a box culvert that will replace the existing inadequate pipe to allow future widening of the road.

Key Issues:

- Construction must be done quickly during the annual canal dry-up period.

Project Manager: Andrzej Wojakiewicz

Work Order: 68975

District: 1

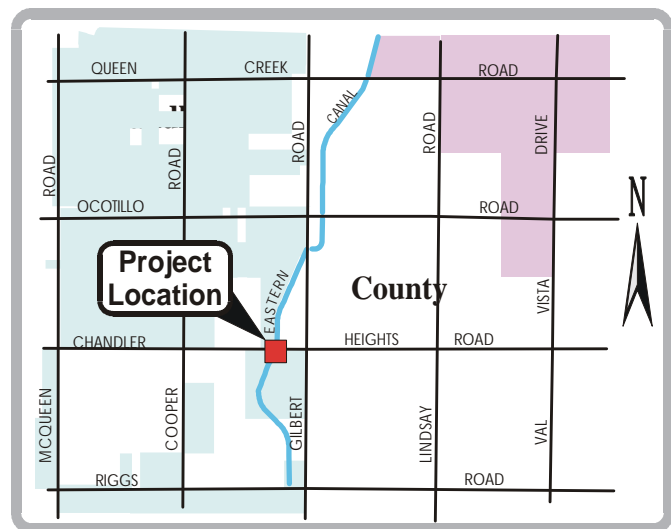
Length: Spot improvements

IGA Partnerships: The City of Chandler

Estimated Construction Date: 2006

Detour (Road Closures): Road closure will be needed.

Right of Way: Additional right-of-way on both sides of Chandler Heights Road will be needed.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$6	\$1	\$0	\$0	\$0	\$5	\$0	\$5	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$201	\$0	\$0	\$0	\$0	\$201	\$0	\$201	\$0
Project Total	\$207	\$1	\$0	\$0	\$0	\$206	\$0	\$206	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$207	\$1	\$0	\$0	\$0	\$206	\$0	\$206	\$0

Project expenditures in thousands.



Dysart Road (at Wadell/Thunderbird Road)

MCDOT

Map Reference: 20

Description: This project will design intersection improvements. These improvements include widening, signalization, and adding left and right turn lanes.

Key Issues:

- Coordination with railroad crossing.
- Affects on adjacent development.

Project Manager: Sami Ayoub

Work Order: 68968

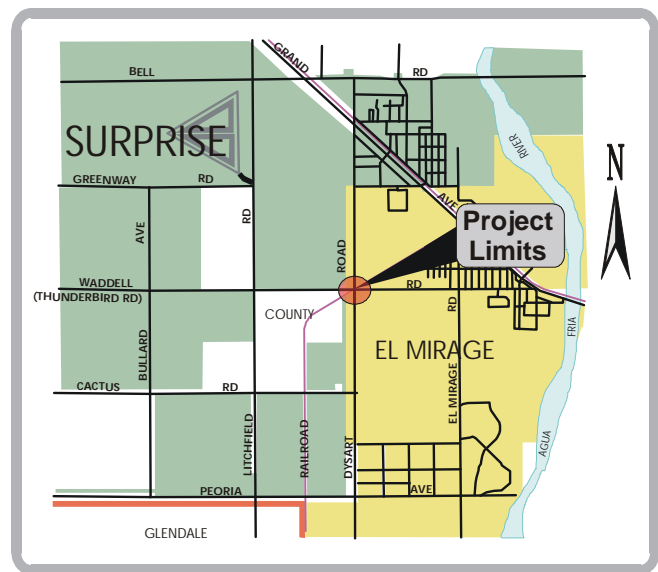
District: 4

Length: .5 miles

IGA Partnerships: Potentially City of Surprise and City of El Mirage

Estimated Construction Date: This project is funded for design only.

Detour (Road Closures): None anticipated



Right of Way: 150' of right-of-way will be required for this project.

Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$94	\$59	\$35	\$0	\$0	\$0	\$0	\$35	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Project Total	\$94	\$59	\$35	\$0	\$0	\$0	\$0	\$35	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$94	\$59	\$35	\$0	\$0	\$0	\$0	\$35	\$0

Project expenditures in thousands.



El Mirage Road

(Beardsley Road to Loop 303)

MCDOT

Map Reference: 21

Description: This project will construct a new four lane road between Beardsley Road and the future Loop 303. This project includes intersection and drainage improvements.

Key Issues:

- McMicken Dam Wash outlet.
- Neighboring retirement communities.
- Bridge construction.
- Private developments.

Project Manager: Sami Ayoub

Work Order: 68995

District: 4

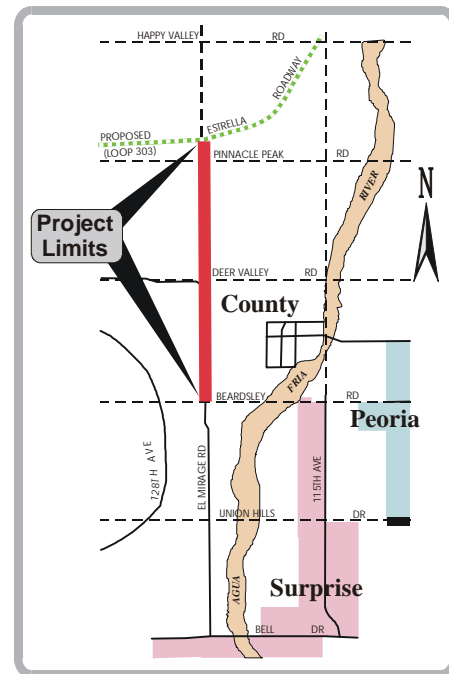
Length: 2.2 miles

IGA Partnerships: None

Estimated Construction Date: This project is currently funded for design and right-of-way only.

Detour (Road Closures): No detours are anticipated.

Right of Way: 120'-150' of right-of-way will be required for this project.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$529	\$505	\$24	\$0	\$0	\$0	\$0	\$24	\$0
Right-of-Way	\$2,241	\$0	\$0	\$1,800	\$0	\$0	\$0	\$1,800	\$441
Environmental	\$40	\$25	\$15	\$0	\$0	\$0	\$0	\$15	\$0
Utilities	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25
Construction	\$6,275	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,275
Project Total	\$9,110	\$530	\$39	\$1,800	\$0	\$0	\$0	\$1,839	\$6,741
Reimbursements	(\$2,500)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$2,500)
MCDOT Net Cost	\$6,610	\$530	\$39	\$1,800	\$0	\$0	\$0	\$1,839	\$4,241

Project expenditures in thousands.



El Mirage Road

(Bell Road to Beardsley Road)

MCDOT

Map Reference: 22

Description: This project will construct a new four lane El Mirage Road to meet projected traffic demands. Signalization will be installed on El Mirage Road at Beardsley Road.

Key Issues:

- McMicken Dam Wash outlet.
- Neighboring retirement communities.
- Bridge construction.
- Private developments.

Project Manager: Sami Ayoub

Work Order: 68993

District: 4

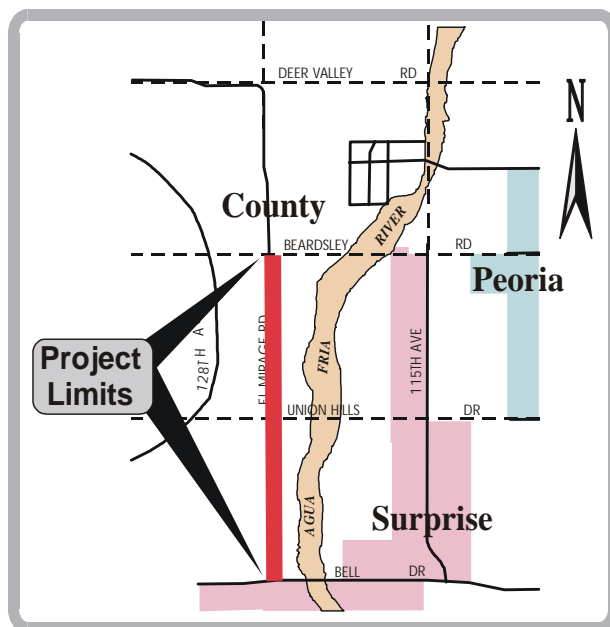
Length: 2.2 miles

IGA Partnerships: None

Estimated Construction Date: This project is currently funded for design only.

Detour (Road Closures): No detours are anticipated.

Right of Way: 120'-150' of right-of-way will be required for this project.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$698	\$477	\$221	\$0	\$0	\$0	\$0	\$221	\$0
Right-of-Way	\$2,171	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$2,170
Environmental	\$23	\$23	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40
Construction	\$6,775	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,775
Project Total	\$9,707	\$501	\$221	\$0	\$0	\$0	\$0	\$221	\$8,985
Reimbursements	(\$3,500)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$3,500)
MCDOT Net Cost	\$6,207	\$501	\$221	\$0	\$0	\$0	\$0	\$221	\$5,485

Project expenditures in thousands.



Elliot Road

(Val Vista Road to Greenfield Road)

MCDOT

Map Reference: 23

Description: This project will widen Elliot Road from two lanes to four lanes.

Key Issues:

- The Town of Gilbert is the lead agency.
- MCDOT will pay \$680,000 toward the project costs.

Project Manager: Richard Bohan

Work Order: 68929

District: 2

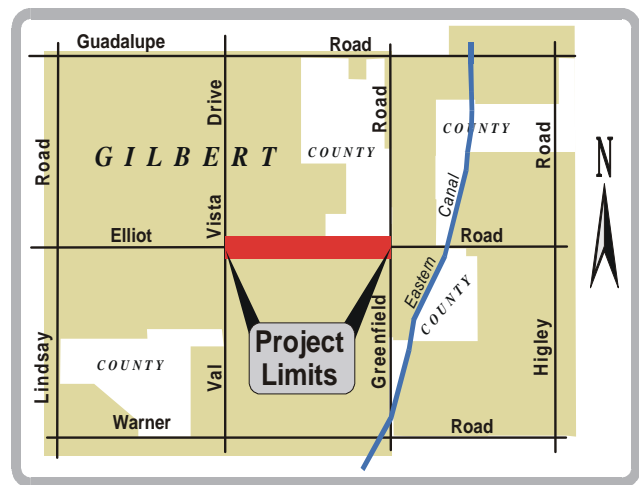
Length: 1 mile

IGA Partnerships: Town of Gilbert

Estimated Construction Date: MCDOT IGA payment FY2004

Detour (Road Closures): To be determined.

Right of Way: The Town of Gilbert standards for right-of-way.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$680	\$0	\$0	\$680	\$0	\$0	\$0	\$680	\$0
Project Total	\$680	\$0	\$0	\$680	\$0	\$0	\$0	\$680	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$680	\$0	\$0	\$680	\$0	\$0	\$0	\$680	\$0

Project expenditures in thousands.



Ellsworth Road

(Germann Road to Guadalupe Road)

MCDOT

Map Reference: 24

Description: This project will reconstruct and widen the existing two-lane road to provide four travel lanes (two in each direction) with paved shoulders and a raised center median to accommodate future traffic.

- Key Issues:**
- Coordination of road and drainage improvements with proposed residential, commercial and industrial developments.
 - Existing roadway profile includes an inverted crown section and several dip crossings.
 - Evaluate channel alternatives to establish the preferred alignment.

Project Manager: David DeWeese

Work Order: 68927

District: 1&2

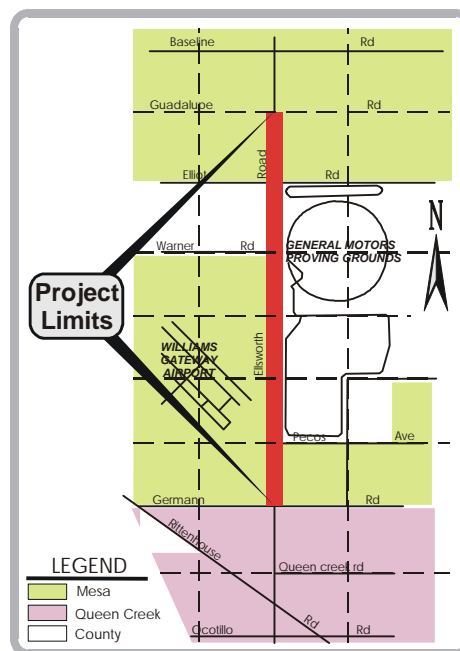
Length: 6 miles

IGA Partnerships: City of Mesa and MCFCD

Estimated Construction Date: Fall 2003

Detour (Road Closures): The road will remain open.

Right of Way: Additional right-of-way will be required to provide a total width of 130 feet and up to 140' at the major intersections.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$1,315	\$1,315	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$1,015	\$73	\$945	\$0	\$0	\$0	\$0	\$945	\$0
Environmental	\$200	\$0	\$200	\$0	\$0	\$0	\$0	\$200	\$0
Utilities	\$101	\$1	\$100	\$0	\$0	\$0	\$0	\$100	\$0
Construction	\$20,161	\$653	\$1,150	\$8,754	\$9,604	\$0	\$0	\$19,508	\$0
Project Total	\$22,792	\$2,042	\$2,395	\$8,754	\$9,604	\$0	\$0	\$20,753	\$0
Reimbursements	(\$12,645)	(\$140)	(\$7,160)	(\$3,835)	(\$1,000)	\$0	\$0	(\$11,995)	(\$509)
MCDOT Net Cost	\$10,147	\$1,902	(\$4,765)	\$4,919	\$8,604	\$0	\$0	\$8,758	(\$509)

Project expenditures in thousands.



Ellsworth Road

(University Drive to McLellan Road)

MCDOT

Map Reference: 25

Description: This project will reconstruct and widen the existing two-lane road to provide four travel lanes (two in each direction) with paved shoulders and a raised center median. This project will also reconstruct and widen a segment of Adobe Road from Ellsworth Road to 1/4 mile east.

Key Issues:

- Traffic volumes are projected to increase significantly.
- Coordination with adjacent home owners regarding driveway locations, median openings, drainage issues, and traffic noise mitigation.
- Changes in adjacent land use due to on-going residential and commercial development.
- Coordination with MCFCD to extend Signal Butte Floodway box culvert.

Project Manager: David DeWeese

Work Order: 68902

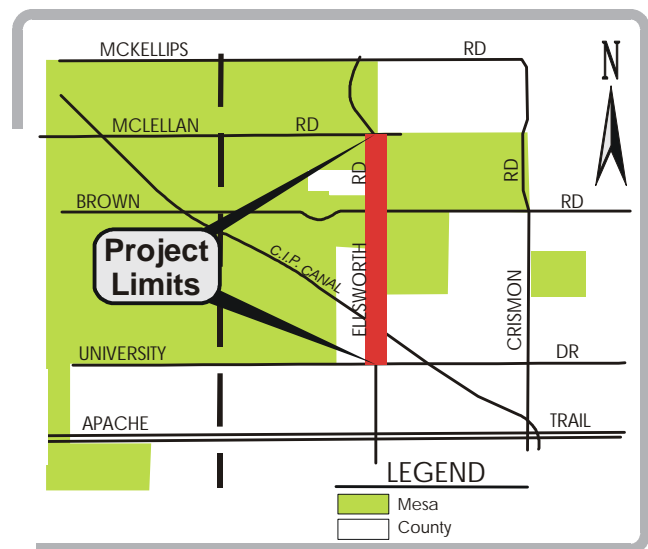
District: 2

Length: 1.8 miles

IGA Partnerships: The City of Mesa

Estimated Construction Date: Spring 2004

Detour (Road Closures): The road will remain open.



Right of Way: 110-130' is expected on Ellsworth Road. The existing right-of-way on Adobe Road is 80' and no new right-of-way will be required.

Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$735	\$542	\$193	\$0	\$0	\$0	\$0	\$193	\$0
Right-of-Way	\$300	\$295	\$5	\$0	\$0	\$0	\$0	\$5	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$298	\$0	\$0	\$298	\$0	\$0	\$0	\$298	\$0
Construction	\$5,900	\$0	\$0	\$1,761	\$4,139	\$0	\$0	\$5,900	\$0
Project Total	\$7,233	\$837	\$198	\$2,059	\$4,139	\$0	\$0	\$6,396	\$0
Reimbursements	(\$3,159)	\$0	\$0	(\$1,580)	(\$1,579)	\$0	\$0	(\$3,159)	\$0
MCDOT Net Cost	\$4,074	\$837	\$198	\$479	\$2,560	\$0	\$0	\$3,237	\$0

Project expenditures in thousands.



Estrella Parkway

(Yuma Road to McDowell Road)

MCDOT

Map Reference: 26

Description: This project will reconstruct Estrella Parkway to a four lane rural principal arterial with raised median and signalized intersections.

Key Issues:

- The City of Goodyear will contribute to the construction costs.

Project Manager: Thomas Larson

Work Order: 68950

District: 4

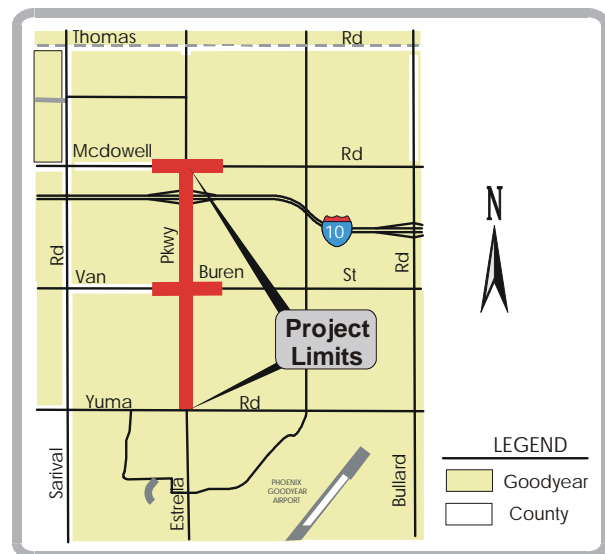
Length: 3 miles.

IGA Partnerships: City of Goodyear

Estimated Construction Date: Fall 2003

Detour (Road Closures): No detours are anticipated.

Right of Way: An additional 150'-160' will be needed.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$313	\$263	\$50	\$0	\$0	\$0	\$0	\$50	\$0
Right-of-Way	\$1,675	\$1,655	\$20	\$0	\$0	\$0	\$0	\$20	\$0
Environmental	\$21	\$12	\$9	\$0	\$0	\$0	\$0	\$9	\$0
Utilities	\$255	\$5	\$250	\$0	\$0	\$0	\$0	\$250	\$0
Construction	\$3,910	\$0	\$174	\$3,736	\$0	\$0	\$0	\$3,910	\$0
Project Total	\$6,174	\$1,935	\$503	\$3,736	\$0	\$0	\$0	\$4,239	\$0
Reimbursements	(\$5,092)	(\$735)	\$0	(\$3,817)	\$0	\$0	\$0	(\$3,817)	(\$540)
MCDOT Net Cost	\$1,082	\$1,200	\$503	(\$81)	\$0	\$0	\$0	\$422	(\$540)

Project expenditures in thousands.



Gilbert Road

(McDowell Road to S.R. 87)

MCDOT

Map Reference: 27

Description: This project will widen Gilbert Road to a seven lane facility with a curbed median and continuous two way left-turn lane. Negotiations are ongoing concerning the scope of this project.

Key Issues:

- Environmental issues regarding the proximity of the Salt River.
- Right-of-way on tribal land.
- Forming financial partnerships to extend project to S.R 87 and include widening McDowell Road from Mesa Drive to Gilbert Road to include a sound wall.

Project Manager: Thomas Larson

Work Order: 68957

District: 2

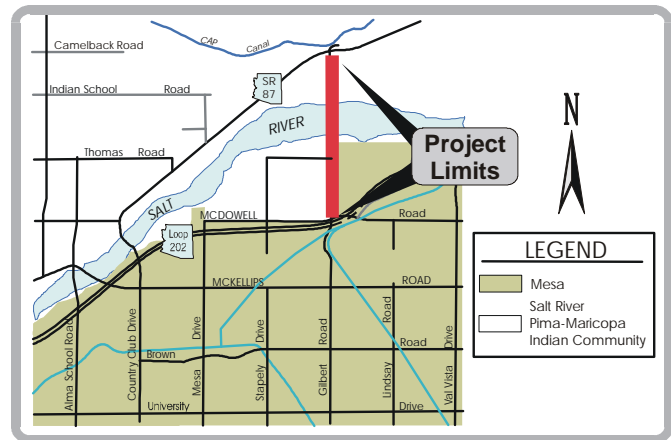
Length: 1 mile

IGA Partnerships: City of Mesa, MAG, and ADOT

Estimated Construction Date: Fall 2003

Detour (Road Closures): Construction sequencing will eliminate road closures.

Right of Way: Additional right-of-way (110' from normal) is being purchased from the Salt River Pima Maricopa Indian Community and home owners on the east side of the road.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$1,878	\$1,713	\$165	\$0	\$0	\$0	\$0	\$165	\$0
Right-of-Way	\$5,104	\$4,804	\$300	\$0	\$0	\$0	\$0	\$300	\$0
Environmental	\$504	\$67	\$0	\$0	\$0	\$0	\$0	\$0	\$437
Utilities	\$149	\$129	\$20	\$0	\$0	\$0	\$0	\$20	\$0
Construction	\$12,746	\$76	\$5,600	\$5,870	\$0	\$0	\$1,200	\$12,670	\$0
Project Total	\$20,381	\$6,789	\$6,085	\$5,870	\$0	\$0	\$1,200	\$13,155	\$437
Reimbursements	(\$2,609)	(\$559)	(\$1,600)	(\$900)	\$0	\$0	\$0	(\$2,500)	\$0
MCDOT Net Cost	\$17,772	\$6,230	\$4,485	\$4,970	\$0	\$0	\$1,200	\$10,655	\$437

Project expenditures in thousands.



Gilbert Road

(Warner Road to Watertank Road)

MCDOT

Map Reference: 28

Description: This project will design 3 lanes of roadway section with a median on the east side of Gilbert Road to match the existing 3 lanes constructed by the Town of Gilbert.

Key Issues:

- Existing businesses along east side of roadway.
- Traffic congestion in area.

Project Manager: Nariman Zadeh

Work Order: 69043

District: 2

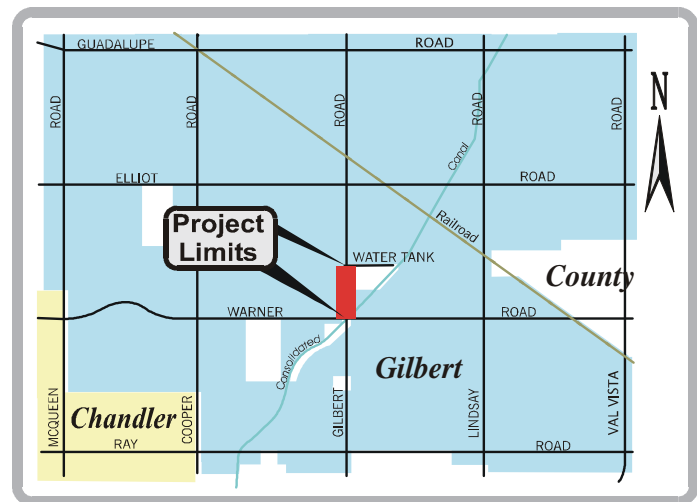
Length: .5 miles

IGA Partnerships: None

Estimated Construction Date: This project is funded for design only.

Detour (Road Closures): N/A

Right of Way: No right-of-way is anticipated to be required for this project.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$150	\$0	\$25	\$25	\$0	\$0	\$0	\$50	\$100
Right-of-Way	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$805	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$805
Project Total	\$1,355	\$0	\$25	\$25	\$0	\$0	\$0	\$50	\$1,305
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,355	\$0	\$25	\$25	\$0	\$0	\$0	\$50	\$1,305

Project expenditures in thousands.



Jackrabbit Trail

(Yuma Road to Thomas Road)

MCDOT

Map Reference: 29

Description: This project is to study the widening of the existing two lane road to four lanes with a raised median. It will provide curb, gutter and sidewalk with a drainage channel along the roadway.

Key Issues:

- Right-of-way delineation and acquisition.
- FCDMC channel along west-side.
- R.I.D canal crossing.
- Significant accidents.

Project Manager: Sami Ayoub

Work Order: 69039

District: 4

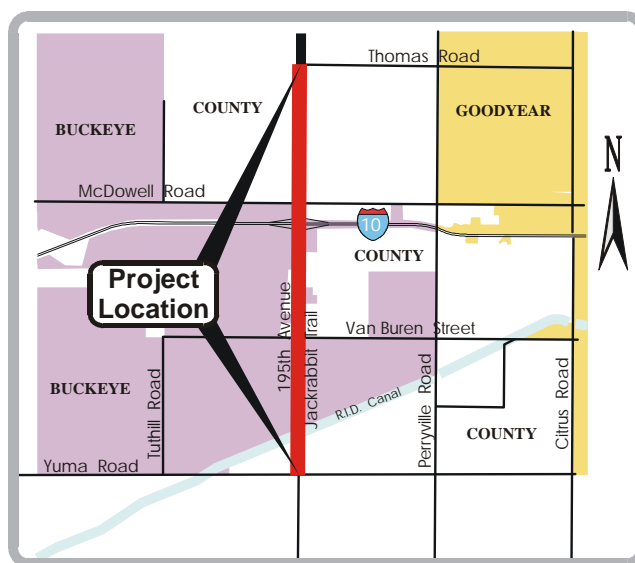
Length: 3 miles

IGA Partnerships: None

Estimated Construction Date: This project is currently funded for Design Concept Report only.

Detour (Road Closures): N/A

Right of Way: Additional right-of-way will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$450	\$0	\$300	\$150	\$0	\$0	\$0	\$450	\$0
Right-of-Way	\$930	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$930
Environmental	\$91	\$0	\$20	\$0	\$0	\$0	\$0	\$20	\$71
Utilities	\$315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315
Construction	\$13,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,200
Project Total	\$14,986	\$0	\$320	\$150	\$0	\$0	\$0	\$470	\$14,516
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$14,986	\$0	\$320	\$150	\$0	\$0	\$0	\$470	\$14,516

Project expenditures in thousands.



Lindsay Road

(Williams Field Road to Ray Road)

MCDOT

Map Reference: 30

Description: This project will construct a five lane section to ease congestion and increase traffic safety.

Key Issues:

- Several SRP and private irrigation channels and associated structures will require re-location or reconstruction.
- Traffic volumes are expected to increase significantly over the next 20 years creating congestion.
- The Town of Gilbert will be the lead agency.

Project Manager: Richard Bohan

Work Order: 68997

District: 1

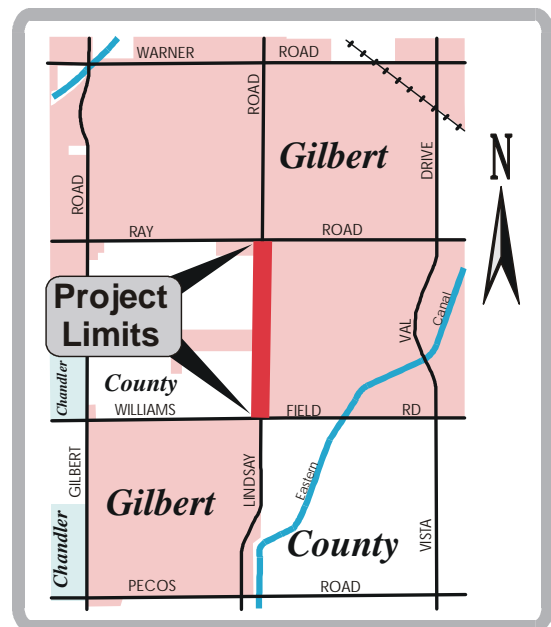
Length: 1 mile

IGA Partnerships: An IGA payout to Town of Gilbert planned for FY 2005.

Estimated Construction Date: FY 2004

Detour (Road Closures): N/A

Right of Way: Town of Gilbert Standards.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,600	\$0	\$0	\$0	\$2,600	\$0	\$0	\$2,600	\$0
Project Total	\$2,600	\$0	\$0	\$0	\$2,600	\$0	\$0	\$2,600	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,600	\$0	\$0	\$0	\$2,600	\$0	\$0	\$2,600	\$0

Project expenditures in thousands.



Loop 303

(Indian School Road to Clear View Boulevard)

MCDOT

Map Reference: 31

Description: This project is to prepare a Design Concept Report to establish design parameters for the phased construction of the ultimate full controlled access highway.

Key Issues:

- Funding and programming in the TIP.
- Roadway classification.
- Right-of-way requirements.
- Federal Environmental Assessment and permitting.

Project Manager: Sami Ayoub

Work Order: 69016

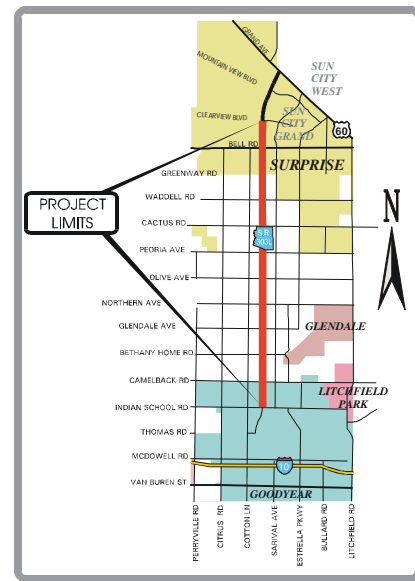
District: 4

Length: 11 miles

IGA Partnerships: ADOT

Estimated Construction Date: This project is currently funded for Design Concept Report only.

Detour (Road Closures): TBD



Right of Way: 300' of right-of-way will be needed along the roadway and 600' of right-of-way will be needed at the intersection.

Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$3,366	\$997	\$400	\$0	\$0	\$0	\$0	\$400	\$1,969
Right-of-Way	\$17,500	\$49	\$0	\$0	\$0	\$0	\$0	\$0	\$17,451
Environmental	\$191	\$11	\$0	\$0	\$0	\$0	\$0	\$0	\$180
Utilities	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,000
Construction	\$38,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$38,300
Project Total	\$68,357	\$1,057	\$400	\$0	\$0	\$0	\$0	\$400	\$66,900
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$68,357	\$1,057	\$400	\$0	\$0	\$0	\$0	\$400	\$66,900

Project expenditures in thousands.



Loop 303

(Intersection Improvements)

MCDOT

Map Reference: 32

Description: This project will provide improvements to the intersection of Loop 303 with Indian School Road, Northern Avenue and Olive Avenue. The approaches at the intersections will be widened to accommodate left turn lanes on both the 303 and the intersecting roadways and traffic signals and intersection lighting will also be provided.

Key Issues:

- Safety.
- Traffic signals.
- Phased implementation.
- Intersection widening.

Project Manager: Nicolaas Swart

Work Order: 69030

District: 4

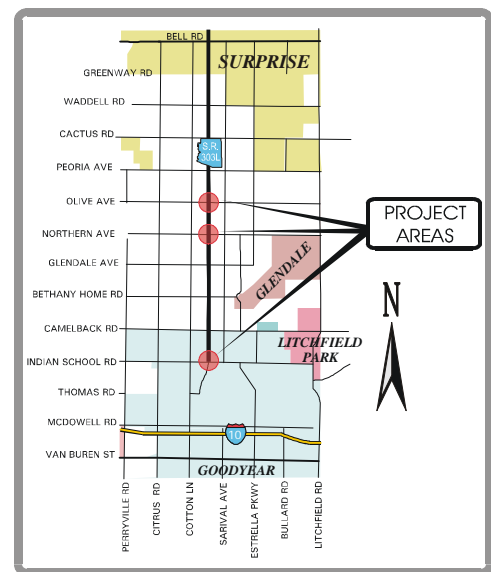
Length: There are three intersection improvements.

IGA Partnerships: ADOT

Estimated Construction Date: Spring/Summer 2002

Detour (Road Closures): A road closure may be required.

Right of Way: Additional right-of-way will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$183	\$183	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$14	\$9	\$5	\$0	\$0	\$0	\$0	\$5	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,380	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$180
Project Total	\$1,577	\$1,392	\$5	\$0	\$0	\$0	\$0	\$5	\$180
Reimbursements	(\$1,200)	(\$400)	(\$800)	\$0	\$0	\$0	\$0	(\$800)	\$0
MCDOT Net Cost	\$377	\$992	(\$795)	\$0	\$0	\$0	\$0	(\$795)	\$180

Project expenditures in thousands.



M.C. Highway 85

(107th Avenue to 91st Avenue)

MCDOT

Map Reference: 33

Description: This project will see the preparation of a Design Concept Report (DCR) to establish 30% design parameters for the eventual construction of a four lane roadway with a raised center median.

Key Issues:

- Impact on existing urban development
- Median openings and spacing, turning lane location and length.
- Development in area.
- Right-of-way required as per the MAG Roads of Regional Significance.

Project Manager: Sami Ayoub

Work Order: 69024

District: 5

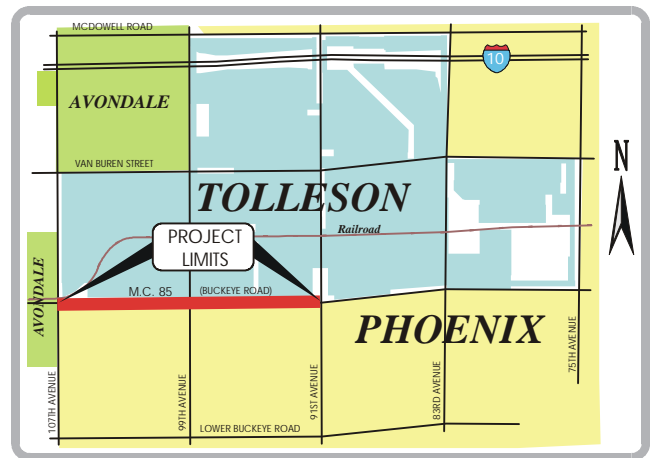
Length: 2 miles

IGA Partnerships: The cities of Phoenix and Tolleson are potential partners.

Estimated Construction Date: This project is funded for Design Concept Report only.

Detour (Road Closures): N/A

Right of Way: The City of Phoenix has requested 140' of right-of-way with median openings every 1/8 of a mile.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$70	\$0	\$70	\$0	\$0	\$0	\$0	\$70	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200
Project Total	\$2,270	\$0	\$70	\$0	\$0	\$0	\$0	\$70	\$2,200
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,270	\$0	\$70	\$0	\$0	\$0	\$0	\$70	\$2,200

Project expenditures in thousands.



M.C. Highway 85 (91st Avenue to 75th Avenue)

MCDOT

Map Reference: 34

Description: This project will see the preparation of a Design Concept Report (DCR) to establish 30% design parameters for the eventual construction of a four lane roadway with a raised center median.

Key Issues:

- Median openings and spacing.
- Development in area.
- Turning lanes location and length.
- Right-of-Way required for Roads of Regional Significance (140').

Project Manager: Sami Ayoub

Work Order: 69025

District: 5

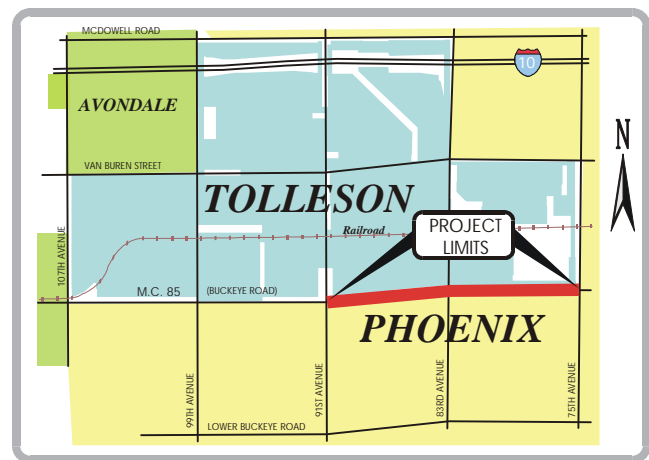
Length: 2 miles

IGA Partnerships: Cities of Phoenix and Tolleson are potential partners.

Estimated Construction Date: This project is funded for Design Concept Report only.

Detour (Road Closures): N/A

Right of Way: The City of Phoenix has requested 140' of right-of-way with median openings every 1/8 of a mile.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$1,100	\$0	\$200	\$200	\$0	\$0	\$0	\$400	\$700
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,200
Project Total	\$3,300	\$0	\$200	\$200	\$0	\$0	\$0	\$400	\$2,900
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$3,300	\$0	\$200	\$200	\$0	\$0	\$0	\$400	\$2,900

Project expenditures in thousands.



M.C. Highway 85

(Airport Road to Jackrabbit Trail)

MCDOT

Map Reference: 35

Description: This project will see the preparation of a Design Concept Report (DCR) to establish 30% design parameters for the eventual construction of a four lane roadway with a raised center median.

Key Issues:

- Identify the ultimate roadway.
- Developing funding partners.
- Developer participation in construction.

Project Manager: Samir Hatab

Work Order: 69040

District: 4

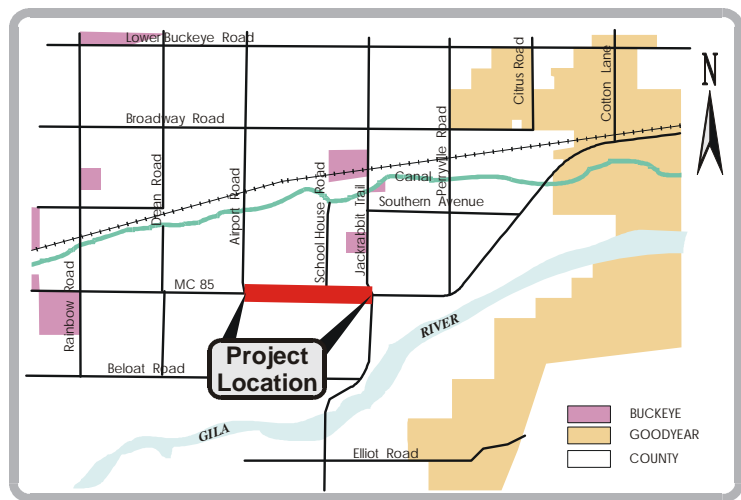
Length: 1.5 miles

IGA Partnerships: None

Estimated Construction Date: This project is funded for Design Concept Report only.

Detour (Road Closures): None anticipated

Right of Way: 150 feet of right-of-way will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$150	\$0	\$75	\$75	\$0	\$0	\$0	\$150	\$0
Right-of-Way	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Environmental	\$20	\$0	\$20	\$0	\$0	\$0	\$0	\$20	\$0
Utilities	\$315	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315
Construction	\$13,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,200
Project Total	\$14.685	\$0	\$95	\$75	\$0	\$0	\$0	\$170	\$14,515
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$14.685	\$0	\$95	\$75	\$0	\$0	\$0	\$170	\$14,515

Project expenditures in thousands.



M.C. Highway 85

(Bullard Wash to Litchfield Road)

MCDOT

Map Reference: 36

Description: This project will widen M.C. 85 from two to five lanes.

Key Issues:

- An IGA has been sent to the City of Goodyear to cover the costs of adding a third west-bound lane per the City's request.
- Drainage, Right-of-Way and Utilities.
- Roadway design is complete.

Project Manager: Samir Hatab

Work Order: 68959

District: 4

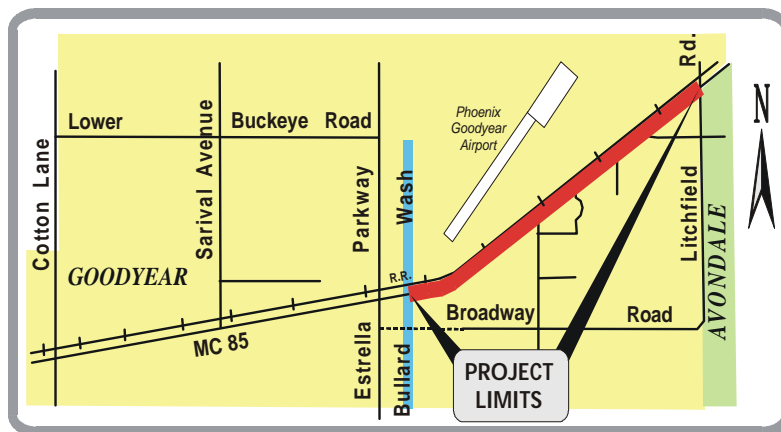
Length: 2 miles

IGA Partnerships: City of Goodyear

Estimated Construction Date: Summer, 2003

Detour (Road Closures): N/A

Right of Way: The additional 70' right-of-way will be purchased on the south side of the roadway.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$944	\$879	\$65	\$0	\$0	\$0	\$0	\$65	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$14	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,613	\$0	\$0	\$2,613	\$0	\$0	\$0	\$2,613	\$0
Project Total	\$3,661	\$983	\$65	\$2,613	\$0	\$0	\$0	\$2,678	\$0
Reimbursements	(\$645)	\$0	\$0	(\$645)	\$0	\$0	\$0	(\$645)	\$0
MCDOT Net Cost	\$3,016	\$983	\$65	\$1,968	\$0	\$0	\$0	\$2,033	\$0

Project expenditures in thousands.



M.C. Highway 85

(Cotton lane to Estrella Parkway)

MCDOT

Map Reference: 37

Description: The project consists of reconstructing M.C. 85 from a two lane arterial roadway to five lanes with a bike lane.

Key Issues:

- Utility relocations, drainage, irrigation.
- Railroad crossings.
- Coordination with all entities involved.

Project Manager: Thomas Larson

Work Order: 68960

District: 4

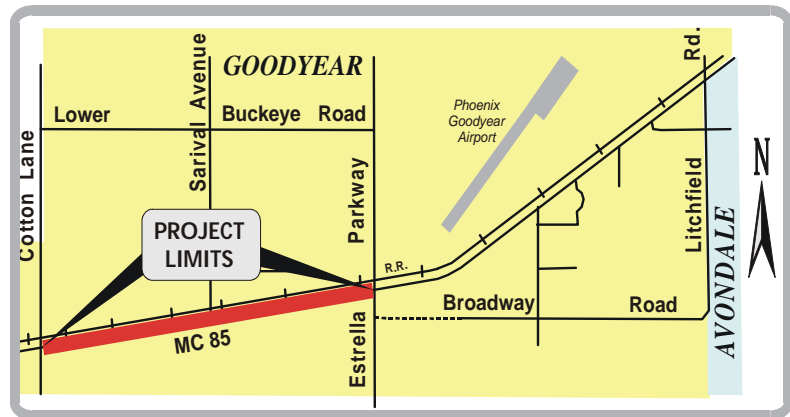
Length: 2.5 miles

IGA Partnerships: City of Goodyear

Estimated Construction Date: Fall, 2005

Detour (Road Closures): No detours are anticipated

Right of Way: The existing right-of-way varies from 50'-120'. The proposed width of the required right-of-way is 150'-200'.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$350	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$752	\$52	\$700	\$0	\$0	\$0	\$0	\$700	\$0
Environmental	\$70	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$950	\$0	\$0	\$700	\$250	\$0	\$0	\$950	\$0
Construction	\$3,935	\$0	\$0	\$0	\$2,875	\$1,060	\$0	\$3,935	\$0
Project Total	\$6,057	\$472	\$700	\$700	\$3,125	\$1,060	\$0	\$5,585	\$0
Reimbursements	(\$1,622)	\$0	\$0	\$0	\$0	(\$1,622)	\$0	(\$1,622)	\$0
MCDOT Net Cost	\$4,435	\$472	\$700	\$700	\$3,125	(\$562)	\$0	\$3,963	\$0

Project expenditures in thousands.



M.C. Highway 85

(El Mirage Road to 115th Avenue)

MCDOT

Map Reference: 38

Description: This project will provide 4-lanes of through traffic and a bike lane in each direction with raised median. The roadway will be improved to rural standards with sufficient right-of-way for the interim clear zone and ultimate 6-lane section.

Key Issues:

- Land-use concerns.
- Drainage information.
- Environmental and Utility information.

Project Manager: Thomas Larson

Work Order: 69042

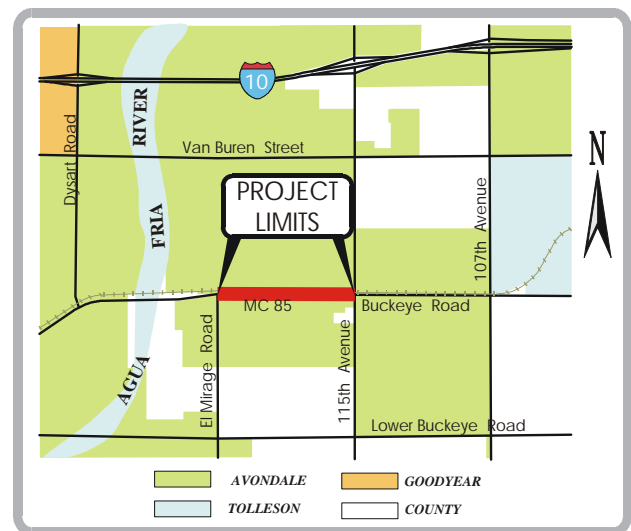
District: 5

Length: 1 mile

IGA Partnerships: None

Estimated Construction Date: This project is currently funded for Design Concept Report only.

Detour (Road Closures): N/A



Right of Way: Sufficient right-of-way will be required for the ultimate 6-lane road section.

Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$170	\$0	\$35	\$35	\$0	\$0	\$0	\$70	\$100
Right-of-Way	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
Environmental	\$10	\$0	\$10	\$0	\$0	\$0	\$0	\$10	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$875	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$875
Project Total	\$1,255	\$0	\$45	\$35	\$0	\$0	\$0	\$80	\$1,175
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,255	\$0	\$45	\$35	\$0	\$0	\$0	\$80	\$1,175

Project expenditures in thousands.



M.C Highway 85 Bridge (at Avondale Wash)

MCDOT

Map Reference: 39

Description: This is the completion phase of this project which will improve drainage beneath the roadway.

Key Issues:

- Road closure.
- Removal of existing improvements.
- Minimizing the duration of construction time.

Project Manager: Andrzej Wojakiewicz

Work Order: 68820

District: 4

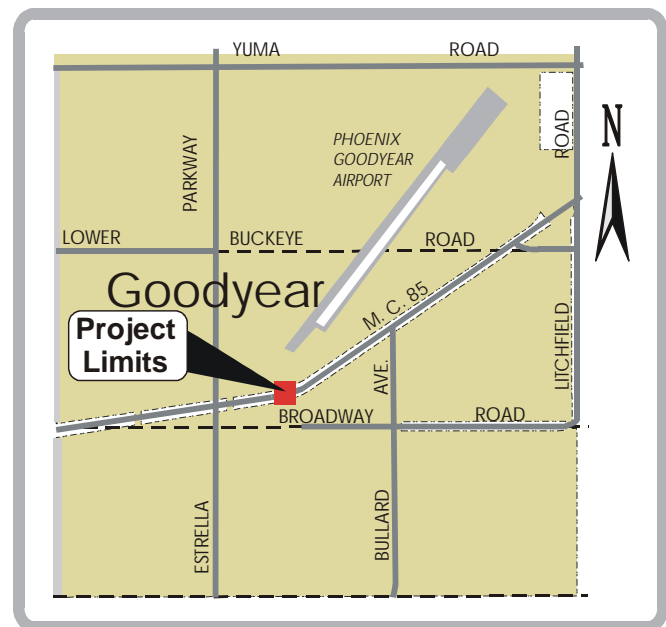
Length: Sight improvements

IGA Partnerships: Federal funds

Estimated Construction Date: 2003

Detour (Road Closures): M.C 85 will be closed to traffic.

Right of Way: N/A



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$297	\$197	\$100	\$0	\$0	\$0	\$0	\$100	\$0
Project Total	\$300	\$200	\$100	\$0	\$0	\$0	\$0	\$100	\$0
Reimbursements	(\$152)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$152)
MCDOT Net Cost	\$148	\$200	\$100	\$0	\$0	\$0	\$0	\$100	(\$152)

Project expenditures in thousands.



McDowell Road

(Pima Freeway to Alma School Road)

MCDOT

Map Reference: 40

Description: This project will reconstruct McDowell Road to five lanes. As part of the project the Salt River Pima Maricopa Indian Community will install a sanitary sewer.

Key Issues:

- Right-of-way purchased.
- An archaeological survey has been completed and the final report is being prepared.
- The project is an area of known historical villages and canals.
- Utility relocations have been completed.

Project Manager: Ray Smith

Work Order: 68897

District: 2

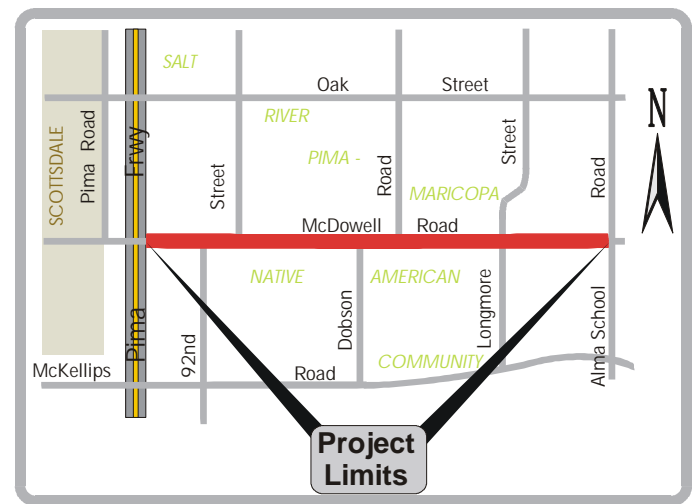
Length: 1.7 miles.

IGA Partnerships: Salt River Pima Maricopa Indian Community

Estimated Construction Date: Spring 2003

Detour (Road Closures): No detours are anticipated.

Right of Way: Right-of-way has been purchased.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$648	\$648	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$989	\$989	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$867	\$842	\$25	\$0	\$0	\$0	\$0	\$25	\$0
Utilities	\$471	\$471	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$7,610	\$29	\$5,733	\$1,848	\$0	\$0	\$0	\$7,581	\$0
Project Total	\$10,585	\$2,979	\$5,758	\$1,848	\$0	\$0	\$0	\$7,606	\$0
Reimbursements	(\$833)	\$0	(\$833)	\$0	\$0	\$0	\$0	(\$833)	\$0
MCDOT Net Cost	\$9,752	\$2,979	\$4,925	\$1,848	\$0	\$0	\$0	\$6,773	\$0

Project expenditures in thousands.



McDowell Mountain Road

(Shoulder widening, bicycle project)

MCDOT

Map Reference: 41

Description: The project consists of widening the existing pavement by five feet on each side of the roadway from the Town of Fountain Hills city limits to Forest Road.

Key Issues:

- The paved surface will make the roadway safer for all users.
- It provides a place for cyclists to ride outside the travel lanes.
- Removes the necessity for motorists to cross the center line to pass cyclists.

Project Manager: Samir Hatab

Work Order: 69007

District: 2

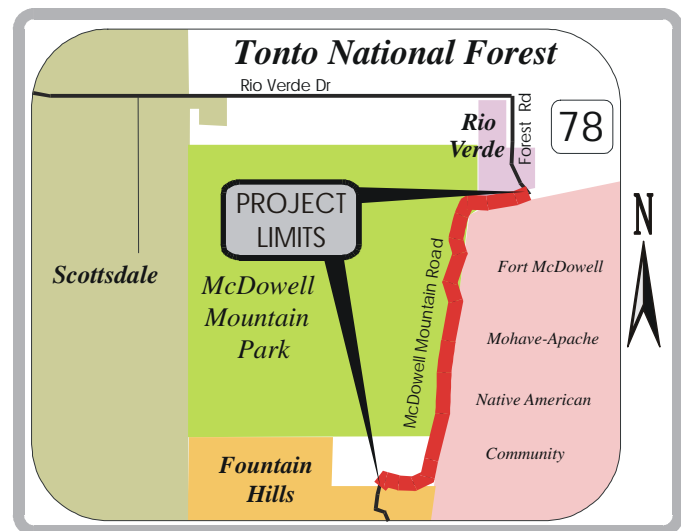
Length: 8.25 miles

IGA Partnerships: Federal funds through MAG

Estimated Construction Date: FY 2006

Detour (Road Closures): None

Right of Way: None required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$85	\$0	\$0	\$0	\$0	\$85	\$0	\$85	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$942	\$0	\$0	\$0	\$0	\$942	\$0	\$942	\$0
Project Total	\$1,027	\$0	\$0	\$0	\$0	\$1,027	\$0	\$1,027	\$0
Reimbursements	(\$533)	\$0	\$0	\$0	\$0	(\$533)	\$0	(\$533)	\$0
MCDOT Net Cost	\$494	\$0	\$0	\$0	\$0	\$494	\$0	\$494	\$0

Project expenditures in thousands.



McQueen Road

(Queen Creek Road to Pecos Road)

MCDOT

Map Reference: 42

Description: This project will reconstruct and widen the existing two-lane roadway between Queen Creek Road and Germann Road to four lanes with a combination raised and flushed center median. The existing two lane roadway between Germann and Pecos will be reconstructed and widened to a six-lane roadway with a combination raised and flushed center median.

Key Issues:

- Incorporate future widening of McQueen Road to ultimate six-lane design.
- Coordination with the City of Chandler and ADOT.
- Coordinate construction schedule of McQueen Road with freeway construction.
- Consideration of access control in areas of future development.
- Accommodation of roadway drainage in retention basins.
- Relocation of existing utilities and irrigation ditches.

Project Manager: Nariman Zadeh

Work Order: 68949

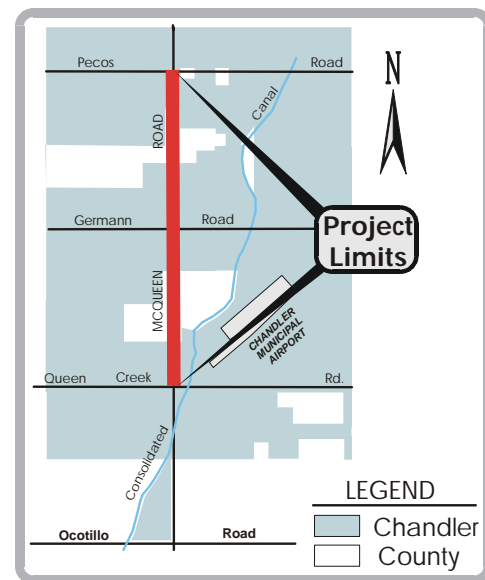
District: 1

Length: 2 miles

IGA Partnerships: City of Chandler

Estimated Construction Date: Summer, 2006

Detour (Road Closures): The road will remain open.



Right of Way: The existing right-of-way varies between 66' and 110'. The proposed new width is 130'.

Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$547	\$527	\$20	\$0	\$0	\$0	\$0	\$20	\$0
Right-of-Way	\$1,014	\$12	\$0	\$1,002	\$0	\$0	\$0	\$1,002	\$0
Environmental	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$500	\$0	\$0	\$0	\$500	\$0	\$0	\$500	\$0
Construction	\$9,660	\$0	\$0	\$0	\$0	\$9,660	\$0	\$9,660	\$0
Project Total	\$11,724	\$542	\$20	\$1,002	\$500	\$9,660	\$0	\$11,182	\$0
Reimbursements	(\$3,138)	(\$138)	\$0	\$0	\$0	(\$3,000)	\$0	(\$3,000)	\$0
MCDOT Net Cost	\$8,586	\$404	\$20	\$1,002	\$500	\$6,660	\$0	\$8,182	\$0

Project expenditures in thousands.



Ocotilla Road (Wickenburg)

(Manrad Drive to Palo Verde Drive)

MCDOT

Map Reference: 43

Description: This project is currently programmed for a Design Concept Report only. This project will investigate the scope, schedule, and budget for upgrading the road.

Key Issues:

- Value Engineering to be performed on this project.
- Improve drainage wash crossings.
- Improve roadway geometrics (sited distances).
- Reduce dust generation.
- Increase pedestrian travel safety.

Project Manager: Nariman Zadeh

Work Order: 68987

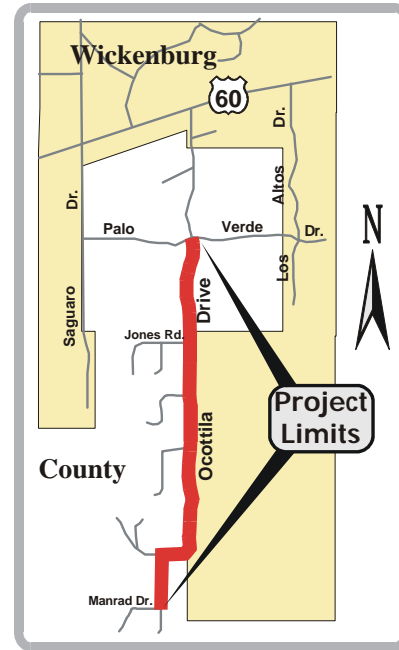
District: 4

Length: 1.05 miles

IGA Partnerships: A potential exists for partnering with the Town of Wickenburg

Estimated Construction Date: Currently funded for a Design Concept Report only.

Detour (Road Closures): N/A



Right of Way: No right-of-way exists for the existing roadway. 33' right-of-way will be needed.

Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$150	\$63	\$12	\$0	\$0	\$0	\$0	\$12	\$75
Right-of-Way	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40
Environmental	\$5	\$0	\$5	\$0	\$0	\$0	\$0	\$5	\$0
Utilities	\$126	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$126
Construction	\$1,005	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,005
Project Total	\$1,326	\$63	\$17	\$0	\$0	\$0	\$0	\$17	\$1,246
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,326	\$63	\$17	\$0	\$0	\$0	\$0	\$17	\$1,246

Project expenditures in thousands.



Old US80 Bridge (At Hassayampa River)

MCDOT

Map Reference: 44

Description: This project will provide scour protection to the existing bridge to prevent damage during severe flooding.

Key Issues:

- Water is in the channel most of the year.
- Environmental and archaeological clearance.

Project Manager: Andrzej Wojakiewicz

Work Order: 68934

District: 5

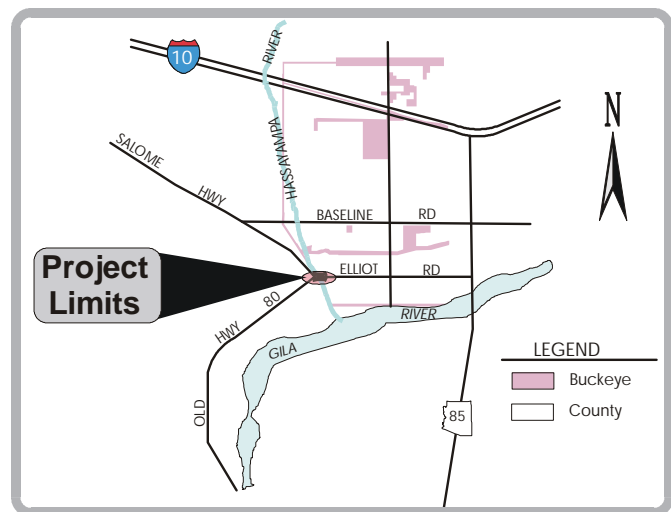
Length: 485 feet

IGA Partnerships: None

Estimated Construction Date: FY 2004

Detour (Road Closures): No detours are anticipated

Right of Way: Under negotiation.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$10	\$9	\$1	\$0	\$0	\$0	\$0	\$1	\$0
Environmental	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$45	\$45	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,243	\$0	\$0	\$0	\$1,243	\$0	\$0	\$1,243	\$0
Project Total	\$1,300	\$56	\$1	\$0	\$1,243	\$0	\$0	\$1,244	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,300	\$56	\$1	\$0	\$1,243	\$0	\$0	\$1,244	\$0

Project expenditures in thousands.



Pinnacle Peak Road

(Lake Pleasant Road to 83rd Avenue)

MCDOT

Map Reference: 45

Description: This project will reconstruct Pinnacle Peak Road to an urban five lane section increasing capacity and improving safety.

Key Issues:

- Safety concerns.
- Local residents and businesses in area.
- Environmental and utility concerns.
- Potential partnerships.

Project Manager: Thomas Larson

Work Order: 69045

District: 4

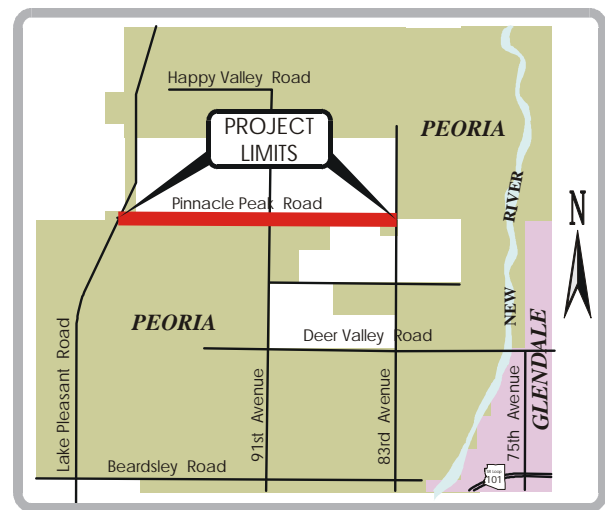
Length: 2 miles

IGA Partnerships: N/A

Estimated Construction Date: This project is currently funded for a Design Concept Report only.

Detour (Road Closures): N/A

Right of Way: The appropriate right-of-way will be acquired to accommodate a future five-lane road section.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$800	\$0	\$70	\$70	\$0	\$0	\$0	\$140	\$660
Right-of-Way	\$450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Construction	\$6,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,350
Project Total	\$7,700	\$0	\$70	\$70	\$0	\$0	\$0	\$140	\$7,560
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$7,700	\$0	\$70	\$70	\$0	\$0	\$0	\$140	\$7,560

Project expenditures in thousands.



PM-10 Roads

Program Reimbursements

MCDOT

Map Reference: 46

Description: This project consists of paving over 63 miles on 191 segments of roadway as found in various county locations. Paving will consist of a penetration and double chip seal on a prepared roadway base to yield two twelve foot travel lanes and five feet of unpaved graded shoulder on each side.

Key Issues:

- Dust suppression / elimination.
- Travel safety.
- Site distance.
- Drainage.
- Clear zones.

Project Manager: Ray Smith

Work Order: 16200

District: All

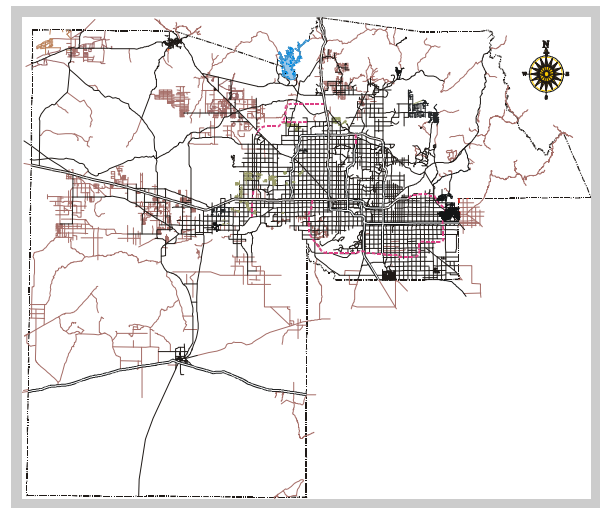
Length: 63 miles

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date: FY 2001, 2002, 2003, 2004

Detour (Road Closures): No detours are anticipated

Right of Way: Right-of-way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$9,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,500
Project Total	\$9,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,500
Reimbursements	(\$9,830)	\$0	(\$3,070)	(\$3,077)	(\$1,000)	(\$1,000)	(\$1,000)	(\$9,147)	(\$683)
MCDOT Net Cost	(\$330)	\$0	(\$3,070)	(\$3,077)	(\$1,000)	(\$1,000)	(\$1,000)	(\$9,147)	\$8,817

Project expenditures in thousands.



PM-10 Roads

(Phase 3 – NE Valley)

MCDOT

Map Reference: 46

Description:	<u>Road</u>	<u>From</u>	<u>To</u>
	Bullard Ave	End of Pavement	End of Maintenance
	Circle Mtn Road	3rd Avenue	New River Road
	Circle Mtn Road	13th Avenue	3rd Avenue
Key Issues:	Spur Cross Road	Honda Bow Road	56th Street alignment

Project Manager: Ray Smith

Work Order: 16208

District: 4

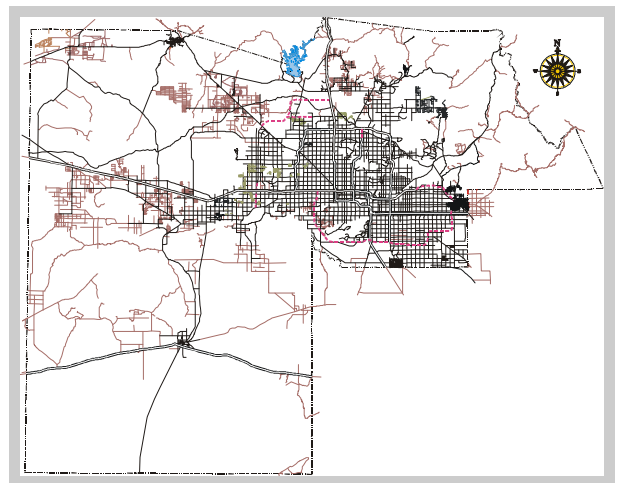
Length: 1.85 miles

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date: 2003

Detour (Road Closures): No detours are anticipated.

Right of Way: Right-of-way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$273	\$273	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,089	\$0	\$989	\$0	\$0	\$0	\$0	\$989	\$100
Project Total	\$1,362	\$273	\$989	\$0	\$0	\$0	\$0	\$989	\$100
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,362	\$273	\$989	\$0	\$0	\$0	\$0	\$989	\$100

Project expenditures in thousands.



PM-10 Roads

(Phase 3 - SE Valley)

MCDOT

Map Reference: 46

Description: 77th Place McKellips Road Hermosa Vista Drive
 78th Street Hermosa Vista Drive McDowell Road
 82nd Street Boise Street University Drive
 95th Street Balsam Apache Trail
Key Issues: Culver Street 76th Street Hawes Road
 Culver Street Hawes Road Waterbury Road
 Hermosa Vista Drive 76th Street 78th Street
 Jensen Street Crismon Road Signal Butte
 Melody Drive 172nd Street Recker Road
 Quarterline Road 105th Street Signal Butte
 Range Rider Hawes Road

Project Manager: Sami Ayoub

Work Order: 16214

District: 2

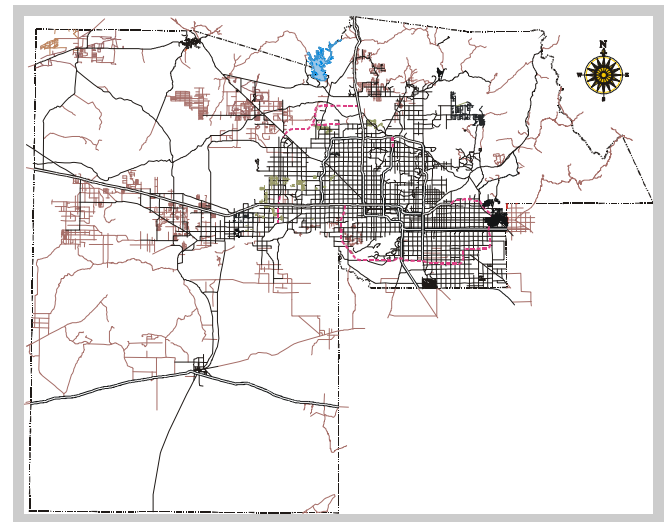
Length: 5.59 miles

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date: 2003

Detour (Road Closures): No detours are anticipated.

Right of Way: Right-of-way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$335	\$335	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,670	\$0	\$1,670	\$0	\$0	\$0	\$0	\$1,670	\$0
Project Total	\$2,005	\$335	\$1,670	\$0	\$0	\$0	\$0	\$1,670	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$2,005	\$335	\$1,670	\$0	\$0	\$0	\$0	\$1,670	\$0

Project expenditures in thousands.



PM-10 Roads (Phase 3)

MCDOT

Map Reference: 46

Description:	Road	From	To
	87th Avenue	Pinnacle Peak Road	Calle Lejos
	87th Avenue	Peoria C/L	Pinnacle Peak Road
Key Issues:	107th Avenue	Jomax Road	Continuous
	107th Avenue	L303	Jomax Road
	Acoma Drive	73rd Avenue	75th Avenue
	Elliot Road	35th Avenue	27th Avenue
	Elliot Road	43rd Avenue	Phoenix C/L
	McNeil Street	35th Avenue	31st Avenue

Project Manager: Sami Ayoub

Work Order: 16215

District: 4

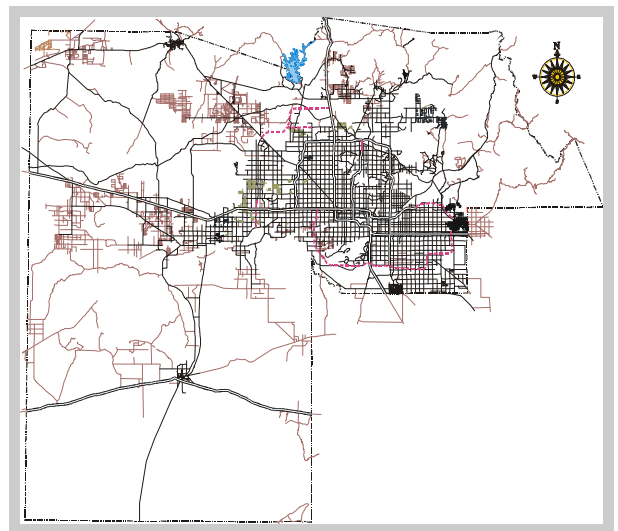
Length: 3.1 miles

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date: 2003

Detour (Road Closures): No detours are anticipated.

Right of Way: Right-of-way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$226	\$226	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$790	\$0	\$790	\$0	\$0	\$0	\$0	\$790	\$0
Project Total	\$1,016	\$226	\$790	\$0	\$0	\$0	\$0	\$790	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,016	\$226	\$790	\$0	\$0	\$0	\$0	\$790	\$0

Project expenditures in thousands.



PM-10 Roads

(Phase III - NE Valley)

MCDOT

Map Reference: 46

Description:	Road	From	To
	Box Boar Road	Needle Rock	Rio Verde Drive alignment
	Needle Rock Road	Rio Verde Drive alignment	Needle Rock

Key Issues:

Project Manager: Ray Smith

Work Order: 16216

District: 2

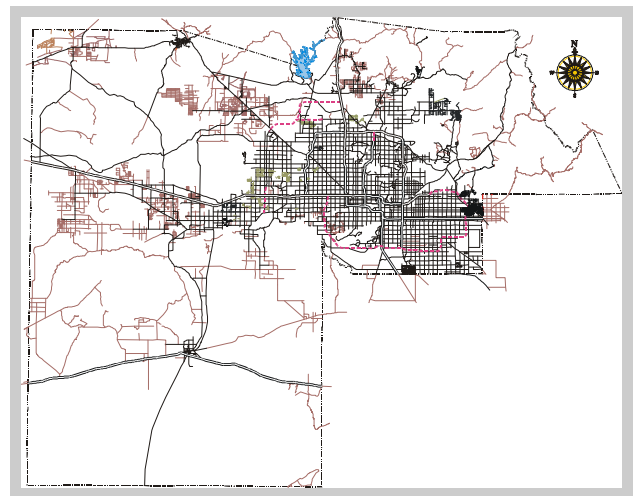
Length: 2.8 miles

IGA Partnerships: FHWA funding via MAG Congestion Mitigation & Air Quality Program.

Estimated Construction Date: 2003

Detour (Road Closures): No detours are anticipated.

Right of Way: Right-of-way condemnations will add extra project costs.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$228	\$228	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,487	\$0	\$1,487	\$0	\$0	\$0	\$0	\$1,487	\$0
Project Total	\$1,715	\$228	\$1,487	\$0	\$0	\$0	\$0	\$1,487	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,715	\$228	\$1,487	\$0	\$0	\$0	\$0	\$1,487	\$0

Project expenditures in thousands.



Power Road

(Williams Field Road to Ray Road)

MCDOT

Map Reference: 47

Description: This design includes a six lane roadway section between just north of the Rittenhouse Channel to south of Ray Road.

Key Issues:

- Shifting alignment of Williams Field Road west of the RWCD canal.
- Impact on residents and airport in area.
- Recommend an alignment, establish an access control plan.

Project Manager: Nariman Zadeh

Work Order: 69038

District: 1 & 2

Length: 2 miles

IGA Partnerships: City of Mesa and Town of Gilbert for construction.

Estimated Construction Date: N/A

Detour (Road Closures): N/A

Right of Way: Right-of-way width of 140' will be required for the Power Road corridor.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$350	\$0	\$100	\$50	\$0	\$0	\$0	\$150	\$200
Right-of-Way	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300
Environmental	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20
Utilities	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350
Construction	\$3,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,900
Project Total	\$5,920	\$0	\$100	\$50	\$0	\$0	\$0	\$150	\$5,770
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$5,920	\$0	\$100	\$50	\$0	\$0	\$0	\$150	\$5,770

Project expenditures in thousands.



Queen Creek Road Culvert (At Eastern Canal)

MCDOT

Map Reference: 48

Description: This project will replace the existing inadequate pipe with a box culvert to allow future widening of the road and increase the water flow capacity of the RWCD Canal (Eastern Canal).

Key Issues:

- Increase water flow capacity.
- Widen road from 2 to 7 lanes.
- Canal dry-up for construction.
- Road closure and detour.
- Construction funds will be programmed once all design issues are resolved.
- Provide adequate clearance for the maintenance vehicles.

Project Manager: Andrzej Wojakiewicz

Work Order: 68962

District: 1

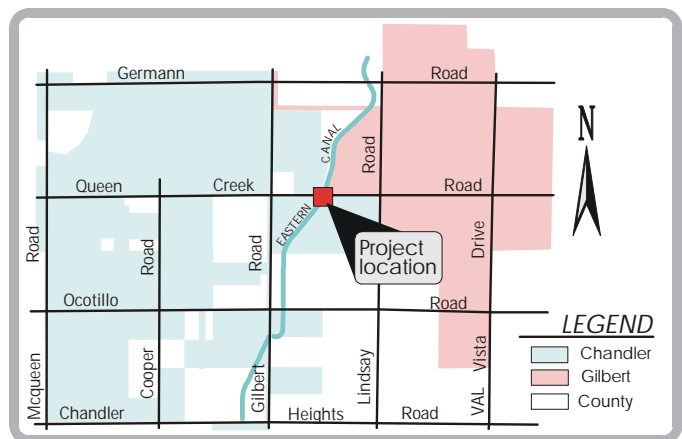
Length: Localized improvements

IGA Partnerships: No partners anticipated.

Estimated Construction Date: Fall 2003

Detour (Road Closures): The road will be closed during construction.

Right of Way: Right-of-way will be required, but has not yet been determined.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$45	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$40
Construction	\$230	\$0	\$0	\$230	\$0	\$0	\$0	\$230	\$0
Project Total	\$280	\$10	\$0	\$230	\$0	\$0	\$0	\$230	\$40
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$280	\$10	\$0	\$230	\$0	\$0	\$0	\$230	\$40

Project expenditures in thousands.



Queen Creek Road

(Arizona Avenue to McQueen Road)

MCDOT

Map Reference: 49

Description: This project will widen Queen Creek Road from two to four lanes.

Key Issues:

- Utility relocation.
- Union Pacific Railroad crossing.
- Drainage
- Irrigation

Project Manager: Sami Ayoub

Work Order: 68966

District: 1

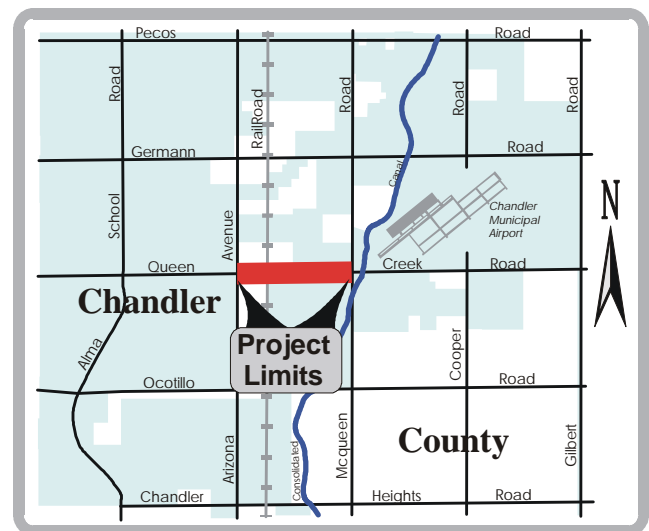
Length: 1 mile

IGA Partnerships: The City of Chandler

Estimated Construction Date: 2006

Detour (Road Closures): No detours are anticipated.

Right of Way: The existing right-of-way is 66' in width. 130'-160' of right-of-way will be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$316	\$289	\$0	\$0	\$0	\$27	\$0	\$27	\$0
Right-of-Way	\$942	\$121	\$0	\$821	\$0	\$0	\$0	\$821	\$0
Environmental	\$13	\$13	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$3,500	\$0	\$0	\$0	\$3,500	\$0	\$0	\$3,500	\$0
Construction	\$3,462	\$0	\$0	\$0	\$0	\$3,489	\$0	\$3,489	\$0
Project Total	\$8,233	\$423	\$0	\$821	\$3,500	\$3,489	\$0	\$7,810	\$0
Reimbursements	(\$5,800)	\$0	\$0	\$0	(\$2,800)	(\$3,000)	\$0	(\$5,800)	\$0
MCDOT Net Cost	\$2,433	\$423	\$0	\$821	\$700	\$489	\$0	\$2010	\$0

Project expenditures in thousands.



Ray Road

(Lindsay Road to Greenfield Road)

MCDOT

Map Reference: 50

Description: This project will reconstruct and widen the roadway from two lanes to four lanes.

Key Issues:

- The Town of Gilbert has started preliminary design of this roadway and will be forwarding cost estimates to MCDOT.

Project Manager: Richard Bohan

Work Order: 68919

District: 2

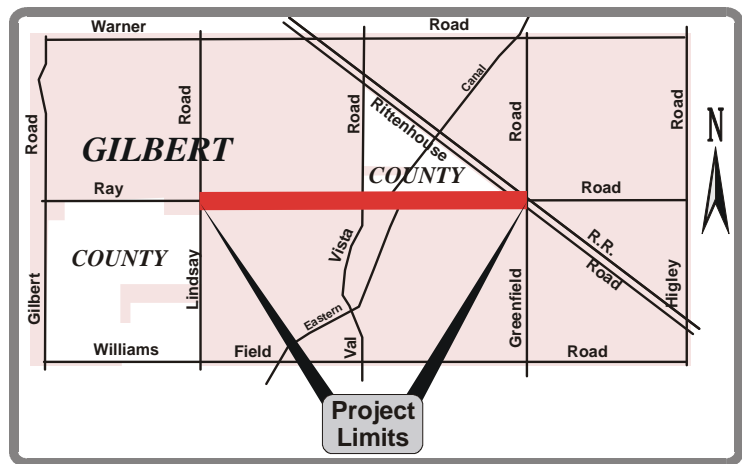
Length: 2 miles

IGA Partnerships: Town of Gilbert

Estimated Construction Date: FY2001

Detour (Road Closures): N/A

Right of Way: To be determined by the Town of Gilbert standards.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$550	\$0	\$0	\$550	\$0	\$0	\$0	\$550	\$0
Project Total	\$550	\$0	\$0	\$550	\$0	\$0	\$0	\$550	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$550	\$0	\$0	\$550	\$0	\$0	\$0	\$550	\$0

Project expenditures in thousands.



Riggs Road (I-10 to Price Road)

MCDOT

Map Reference: 51

Description: This project will widen the existing two-lane road to five lanes (two travel lanes in each direction with a continuous left-turn lane). Additional improvements include curb and gutter, storm drain system, detention basins, and concrete driveways.

Key Issues:

- Coordinate the design and construction with an ADOT project to improve the traffic interchange at I-10.
- Construct during warm weather/lower traffic volumes.
- The proposed improvements will increase traffic capacity and correct drainage problems.

Project Manager: David DeWeese

Work Order: 68450

District: 5

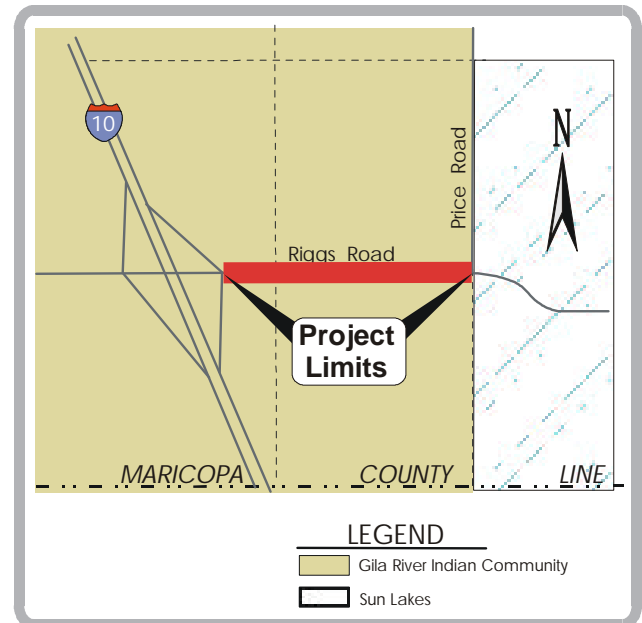
Length: 1.4 miles

IGA Partnerships: ADOT

Estimated Construction Date: Spring 2003

Detour (Road Closures): Road will remain open during construction.

Right of Way: Additional drainage and temporary construction easements have been acquired.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$1	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$169	\$169	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$1	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$1,725	\$0	\$915	\$810	\$0	\$0	\$0	\$1,725	\$0
Project Total	\$1,896	\$171	\$915	\$810	\$0	\$0	\$0	\$1,725	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,896	\$171	\$915	\$810	\$0	\$0	\$0	\$1,725	\$0

Project expenditures in thousands.



Riggs Road

(Arizona Avenue to Gilbert Road)

MCDOT

Map Reference: 52

Description:

This project will widen Riggs Road from two lanes to six lanes. The City of Chandler is the lead agency.

Key Issues:

- Existing two lane roadway with unpaved shoulders is in a rapidly developing area of Chandler.
- The City of Chandler has completed a Design Concept Report for a portion of the corridor.

Project Manager: Richard Bohan

Work Order: 68998

District: 1

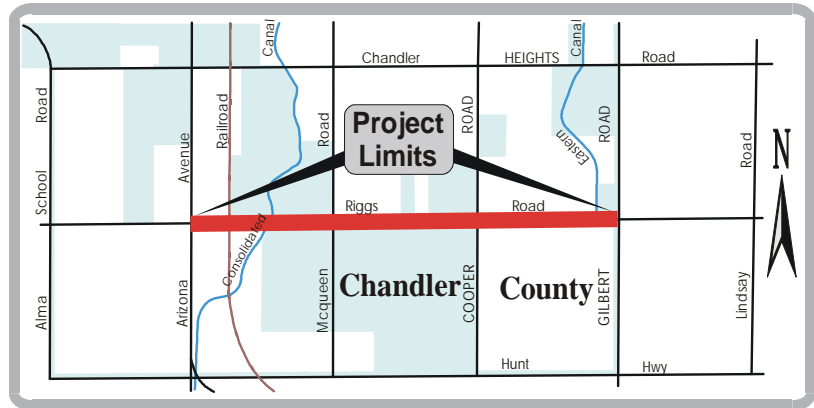
Length: 3 miles

IGA Partnerships: City of Chandler

Estimated Construction Date: I GA payment only. FY2004.

Detour (Road Closures): N/A

Right of Way: N/A



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$4,500	\$0	\$0	\$4,500	\$0	\$0	\$0	\$4,500	\$0
Project Total	\$4,500	\$0	\$0	\$4,500	\$0	\$0	\$0	\$4,500	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,500	\$0	\$0	\$4,500	\$0	\$0	\$0	\$4,500	\$0

Project expenditures in thousands.



Tuthill Road Bridge

(At Gila River)

MCDOT

Map Reference: 53

Description: This project was to provide scour protection to the bridge to prevent damage during sever flooding. The initial cost of the scour protection was excessive for this two lane bridge. Scour monitoring sensors will be installed and bridge replacement evaluated annually.

- Key Issues:**
- A risk analysis has been performed to determine the best course of action.
 - The installation of scouring monitoring devices was determined the best course of action.
 - Development in the area will determine when the bridge must be replaced.

Project Manager: Andrzej Wojakiewicz

Work Order: 68938

District: 5

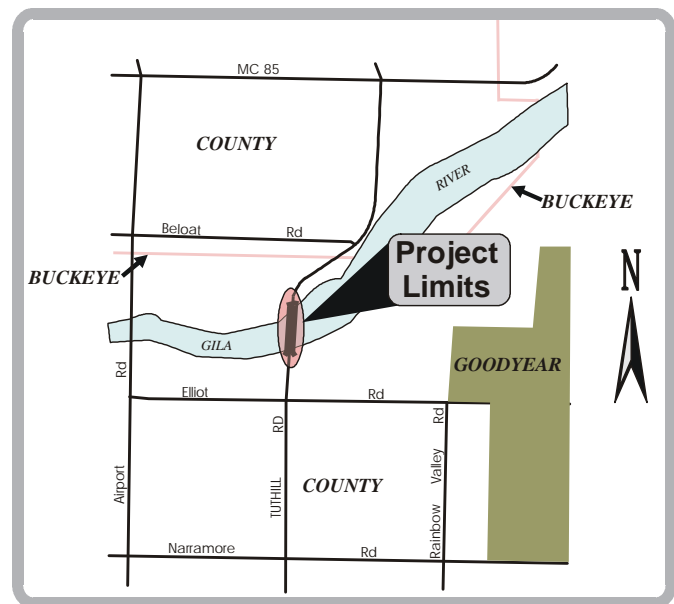
Length: 1770'

IGA Partnerships: None

Estimated Construction Date: Summer 2002

Detour (Road Closures): N/A

Right of Way: N/A



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$73	\$73	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$250	\$0	\$0	\$0	\$250	\$0	\$0	\$250	\$0
Project Total	\$323	\$73	\$0	\$0	\$250	\$0	\$0	\$250	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$323	\$73	\$0	\$0	\$250	\$0	\$0	\$250	\$0

Project expenditures in thousands.



Val Vista Drive

(Ray Road to Warner Road)

MCDOT

Map Reference: 54

Description: This project will reconstruct and widen from four lanes to six lanes.

Key Issues:

- Town of Gilbert is the lead agency.
- Negotiations are on going.
- MCDOT contributes to the IGA.

Project Manager: Richard Bohan

Work Order: 68955

District: 2

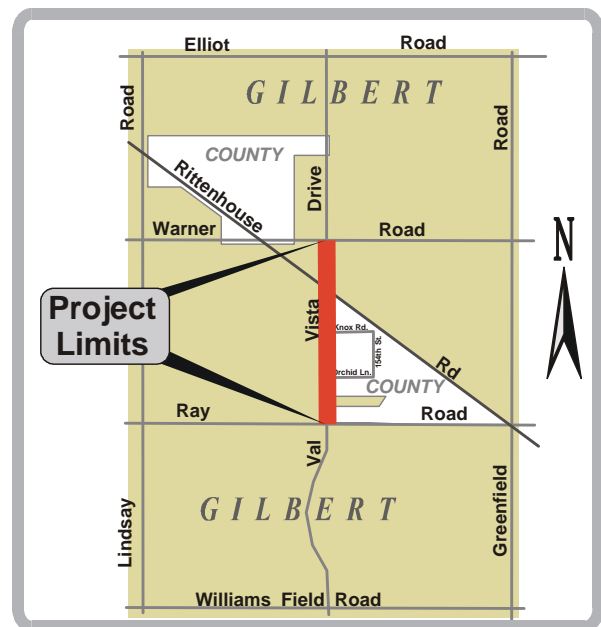
Length: 1 mile

IGA Partnerships: Town of Gilbert is the lead agency.

Estimated Construction Date: I GA payment only.
FY2004

Detour (Road Closures): N/A

Right of Way: Town of Gilbert



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$530	\$0	\$0	\$530	\$0	\$0	\$0	\$530	\$0
Project Total	\$530	\$0	\$0	\$530	\$0	\$0	\$0	\$530	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$530	\$0	\$0	\$530	\$0	\$0	\$0	\$530	\$0

Project expenditures in thousands.



Warner Road

(Lindsay Road to Greenfield Road)

MCDOT

Map Reference: 55

Description: This project will reconstruct and widen Warner Road from four lanes to six lanes.

Key Issues:

- Town of Gilbert is the lead agency.
- Negotiations are on going.
- MCDOT contributes to the IGA.

Project Manager: Richard Bohan

Work Order: 68404

District: 2

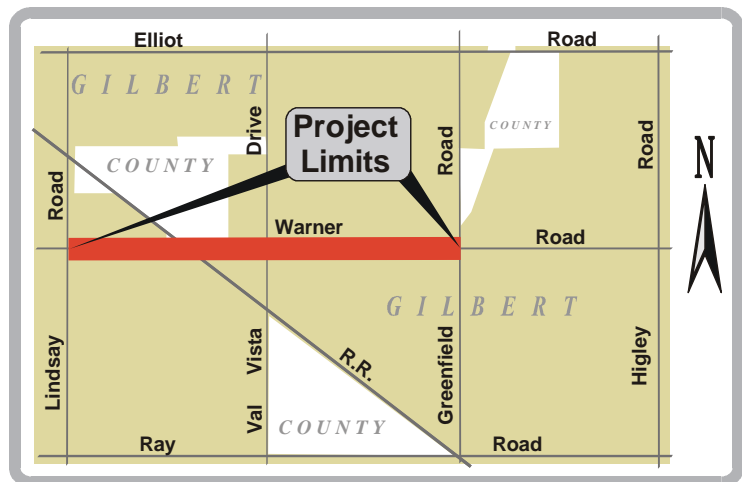
Length: 2 miles

IGA Partnerships: Town of Gilbert

Estimated Construction Date: IGA payment only.
FY2004

Detour (Road Closures): Unknown

Right of Way: N/A



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$530	\$0	\$0	\$530	\$0	\$0	\$0	\$530	\$0
Project Total	\$530	\$0	\$0	\$530	\$0	\$0	\$0	\$530	\$0
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$530	\$0	\$0	\$530	\$0	\$0	\$0	\$530	\$0

Project expenditures in thousands.



Williams Field Road

(Gilbert Road to Lindsay Road)

MCDOT

Map Reference: 56

Description: This project is a preliminary engineering study to examine reconstruction and widening of the existing four-lane roadway to provide six travel lanes (three in each direction) with bike lanes, curb/gutter, sidewalk, and a raised center median. Additional improvements include widening the Eastern Canal bridge structure.

Key Issues:

- Significant traffic growth is expected due to planned residential and commercial development.
- Numerous single family homes have direct access to this roadway segment.
- Coordination with the public regarding median type, drainage issues, right-of-way, traffic safety, and noise mitigation.
- Lack of suitable outfall locations for roadway drainage.

Project Manager: David DeWeese

Work Order: 68985

District: 1

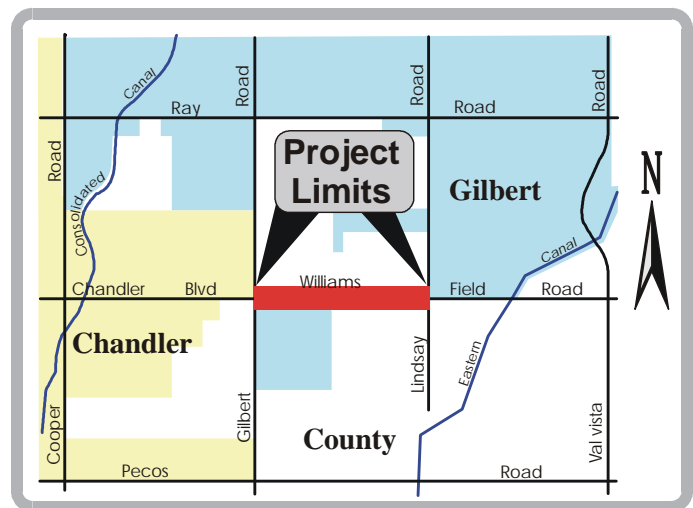
Length: 1.5 miles.

IGA Partnerships: Town of Gilbert

Estimated Construction Date: This project is currently funded for Design Concept Report only.

Detour (Road Closures): The road will remain open.

Right of Way: Drainage easements, temporary construction easements, and up to 10 feet of additional may be required.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$520	\$85	\$15	\$0	\$0	\$420	\$0	\$435	\$0
Right-of-Way	\$191	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$191
Environmental	\$10	\$0	\$10	\$0	\$0	\$0	\$0	\$10	\$0
Utilities	\$379	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$379
Construction	\$3,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,700
Project Total	\$4,800	\$85	\$25	\$0	\$0	\$420	\$0	\$445	\$4,270
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$4,800	\$85	\$25	\$0	\$0	\$420	\$0	\$445	\$4,270

Project expenditures in thousands.



Williams Field Road (At Higley Road)

MCDOT

Map Reference: 57

Description:

This project will widen Williams Field Road at Higley Road intersection and upgrade signal at the intersection. Also included will be the installation of curb on the south side of Williams Field Road to control parking in the vicinity of the intersection. The utilities on the north side will be relocated and a drainage basin will be installed to address intersection drainage issues.

Key Issues:

- Williams Field Road serves as the main access to Williams Gateway Airport.
- Increase in future traffic demand is anticipated due to significant development.
- Utilities need to be relocated out of the clear zone for safety.
- Improve the overall safety by addressing parking issues.

Project Manager:

Yogesh Mantri

Work Order:

68991

District:

1

Length:

1 mile

IGA Partnerships:

None

Estimated Construction Date:

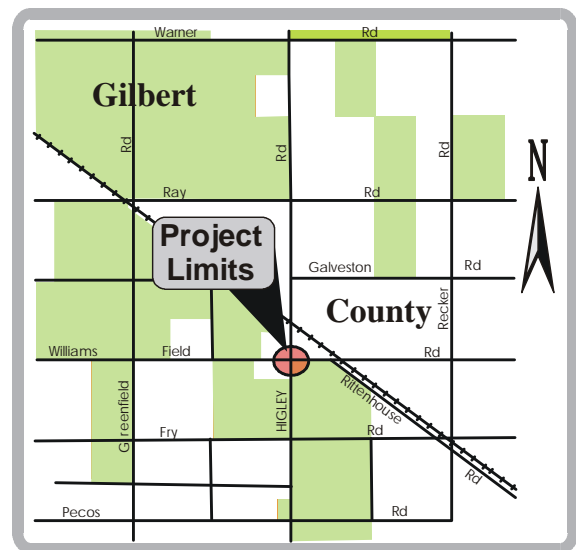
2005

Detour (Road Closures):

The intersection will remain open during construction. Expect lane restriction.

Right of Way:

20' additional right-of-way required on the north side.



Fiscal Year	Total Project Cost	Prior Years Expenditures	FY 03	FY 04	FY 05	FY 06	FY 07	FY 03-07 Total	Remaining to be Funded
Design	\$61	\$23	\$0	\$0	\$24	\$0	\$0	\$24	\$14
Right-of-Way	\$150	\$110	\$40	\$0	\$0	\$0	\$0	\$40	\$0
Environmental	\$24	\$19	\$0	\$0	\$0	\$0	\$0	\$0	\$5
Utilities	\$250	\$0	\$0	\$0	\$250	\$0	\$0	\$250	\$0
Construction	\$682	\$0	\$0	\$0	\$682	\$0	\$0	\$682	\$0
Project Total	\$1,167	\$152	\$40	\$0	\$956	\$0	\$0	\$996	\$19
Reimbursements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MCDOT Net Cost	\$1,167	\$152	\$40	\$0	\$956	\$0	\$0	\$996	\$19

Project expenditures in thousands.



System Support Projects

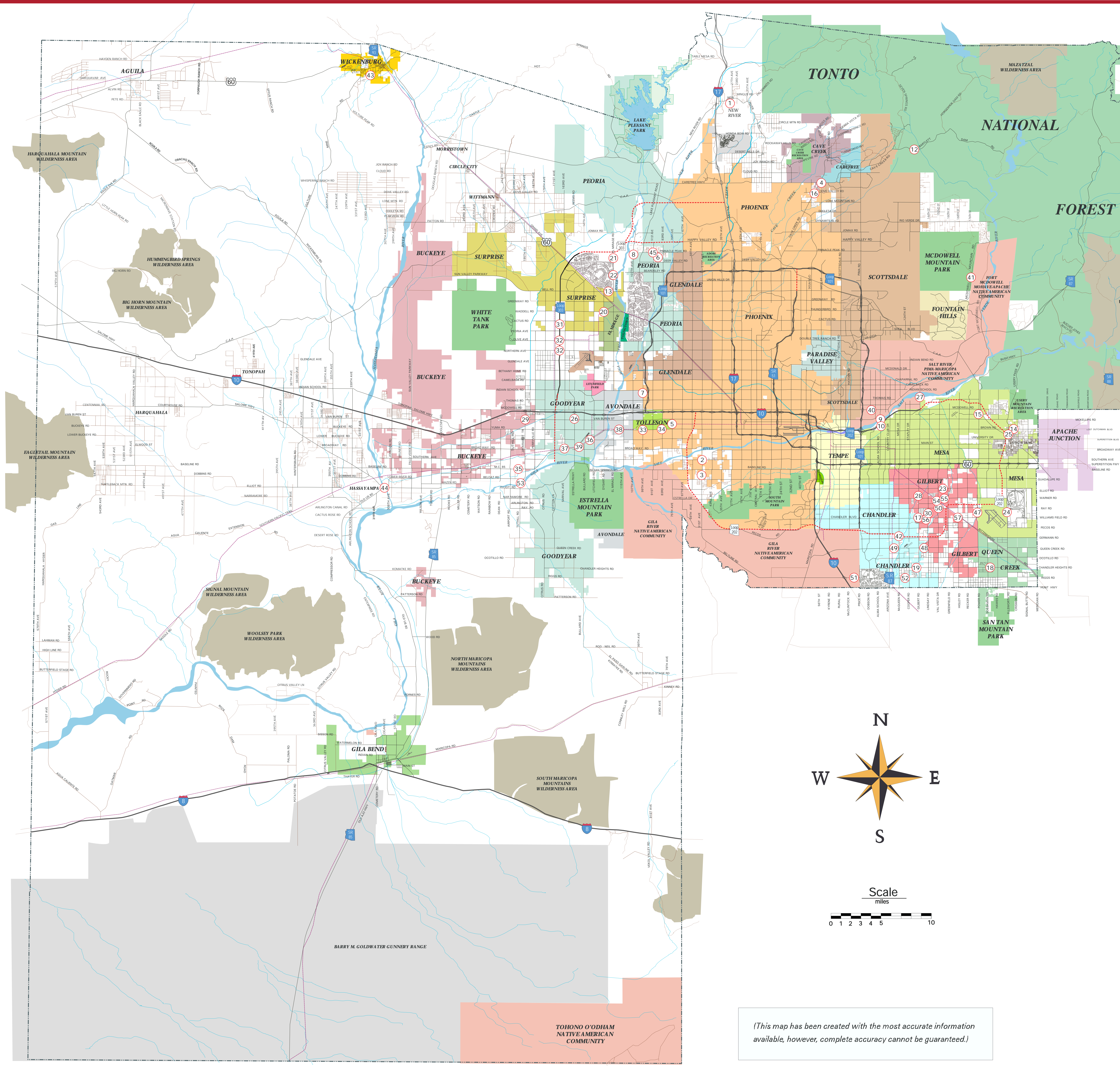
General Expenditures Not Attributed to a Specific Roadway

Work Order	Project Description	Prior Years Expenditures	FY03	FY04	FY05	FY06	FY07	FY03-07 Totals
68885	Archeological On-Call Consultants	17	0	0	0	0	0	0
68908	Biological Assessment Services, Consultants	0	0	0	0	0	0	0
68884	Candidate Assessment Reports (CAR's)	150	300	300	300	300	300	1,500
68872	CDBG Assistance Program	1,375	300	300	300	300	300	1,500
68718	Construction Management Consultants	0	75	75	75	75	75	300
68906	Environmental Assessment Consultants	15	0	0	0	0	0	0
69012	Geodetic Densification & Cadastral Surveys	1,224	2,177	2,176	1,622	0	0	5,975
68888	General Civil Engineering	361	150	150	1,150	3,500	3,500	8,450
68886	Geotechnical Services Annual On-Call Consultants	2	0	0	0	0	0	0
68907	Haz-mat Consultant Services	0	0	0	0	0	0	0
69027	ITS Mainstreaming	0	0	0	0	0	0	0
68895	Northeast Maintenance Facility	0	0	0	1,000	1,400	0	2,400
68719	Previous Year's Projects: back charges	14	350	350	350	350	350	1750
69998	Project Reserves Account	0	3,500	3,000	5,000	14,000	45,000	70,500
69022	Property Management on prior years CIP projects	0	130	130	50	50	50	410
68942	R.O.W. Delineation Services, Consultant	2	0	0	0	0	0	0
69010	R.O.W. In-fill on Road Inventory System	1,860	3,292	3,000	1,000	5,000	5,000	17,292
68889	Real Estate Appraisal Services	88	0	0	0	0	0	0
69033	Signal Modernization	750	550	0	0	0	0	550
99999	Special Projects	0	1,000	1,000	1,000	1,000	1,000	5,000
68887	Surveying Services: On-Call Consultants	2	0	0	0	0	0	0
68883	Unallocated Force Account	1,290	1,600	2,700	3,100	4,250	4,500	16,150
68829	Utility Locating (pot hole) Annual Contract	17	50	50	50	50	50	250
68890	Warranted Traffic Improvements	0	650	500	500	1,000	1,000	3,650

Expenditures in Thousands of Dollars.

Table 8. System Support Projects



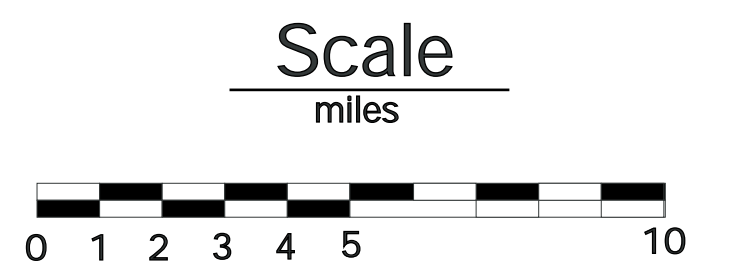
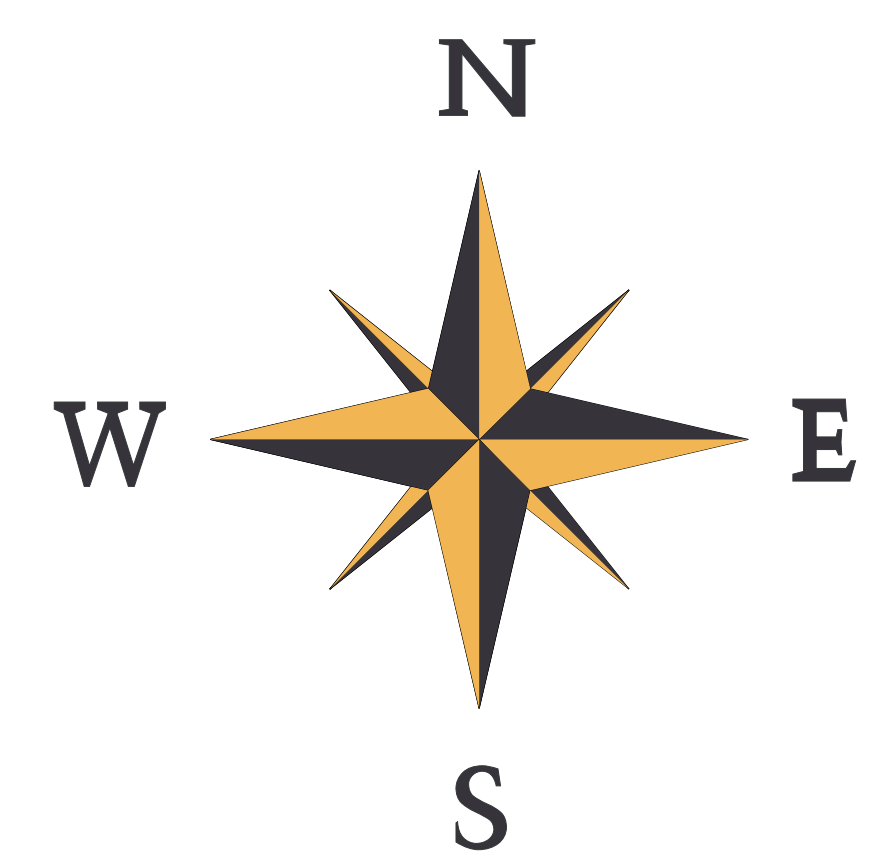


TRANSPORTATION IMPROVEMENTS PROGRAM PROJECTS 2003 - 2007

Prepared By:
Maricopa County
Department of Transportation
JUNE 2002

Ref #	WO #	Location	From - To
1	16100	27th Avenue	Twin Peaks Ln to New River Rd
2	68943	51st Avenue (Phase II)	Broadway Rd to Baseline Rd / 43rd Ave to 51st Ave
3	68913	51st Avenue (Phase I)	South of Elliot Rd to Baseline Rd
4	12562	56th Street	@ Carefree Highway
5	68986	75th Avenue	MC 85 to Van Buren St
6	68961	87th Avenue Channel	Deer Valley Rd to Williams Rd
7	68974	99th Avenue	McDowell Rd to Grand Canal (Bethany Home Rd)
8	68932	107th Avenue	Rose Garden Lane to Jomax Road
9	80408	Alma School Road	Salt River Grade Control Structure
10	68931	Alma School Road	McLellan Rd to McKellips Rd
11	68989	AZTECH Smart Corridor	Maricopa County map
12	68967	Bartlett Dam Road	Cave Creek Rd to Horseshoe Dam Rd
13	69041	Bell Road	@ RH Johnson
14	69044	Brown Road	Ellsworth Rd to Crismon Rd
15	68261	Bush Highway II	McKellips Rd to McDowell Rd
16	68834	Cave Creek Road	Lone Mountain to Carefree Hwy
17	69021	Chandler Boulevard	West of Gilbert Rd right-of-way
18	69026	Chandler Heights Road Bridge	@ Sanokl Wash
19	68975	Chandler Heights Road Bridge	@ Eastern Canal
20	68968	Dysart Road	@ Wadell/Thunderbird
21	68995	El Mirage Road	Beardsley Rd to L303
22	68993	El Mirage Road	Bell Rd to Beardsley Rd
23	68929	Elliot Road	Val Vista Rd to Greenfield Rd
24	68927	Ellsworth Road	Germann Road to Guadalupe Road
25	68902	Ellsworth Road	University Dr to McLellan Rd
26	68950	Estrella Parkway	Yuma Road to McDowell Road
27	68957-1	Gilbert Road	McDowell Road to SR87
28	69043	Gilbert Road	Warner Rd to Waterlark Rd
29	69039	Jackrabbit Trail	Yuma Rd to Thomas Rd
30	68997	Lindsay Road	Williamsfield Rd to Ray Rd
31	69016	Loop 303	Indian School to Clear View
32	69030	Loop 303	Intersection Improvements
33	69024	MC Highway 85	107th Ave to 91st Ave
34	69025	MC Highway 85	91st Ave to 75th Ave
35	69040	MC Highway 85	Airport Rd to Jackrabbit Trl
36	68959	MC Highway 85	Bullard Wash to Litchfield Rd
37	68960	MC Highway 85	Cotton Ln to Estrella Prkwy
38	69042	MC Highway 85	El Mirage Rd to 115th Ave
39	68820	MC Highway 85	@ Avondale Wash
40	68997	McDowell Road	Pima Fwy to Alma School Rd
41	69007	McDowell Mountain Road	Shoulder widening
42	68949	McQueen Road	Queen Creek Rd to Pecos Rd
43	68987	Ocotilla Road (Wickenburg)	Manrad Dr to Palo Verde Dr
44	68934	Old US 80 Bridge	@ Hassayampa River
45	69045	Pinnacle Peak Road	Lake Pleasant Rd to 83rd Ave
46	16200	PM-10 Roads	Maricopa County Map
47	69038	Power Road	Williamsfield Rd to Ray Rd
48	68962	Queen Creek Road	@ Eastern Canal
49	68966	Queen Creek Road	Arizona Ave to McQueen Rd
50	68919	Ray Road	Lindsay Rd to Greenfield Rd
51	68450	Riggs Road	I-10 to Price Rd
52	68998	Riggs Road	Arizona Ave to Gilbert Rd
53	68938	Tuthill Road Bridge	@ Gila River
54	68955	Val Vista Drive	Ray Rd to Warner Rd
55	68404	Warner Road	Lindsay Rd to Greenfield Rd
56	68985	Williamsfield Road	Gilbert Rd to Lindsay Rd
57	68991	Williamsfield Road	@ Higley Road

* Not delineated on map



(This map has been created with the most accurate information available, however, complete accuracy cannot be guaranteed.)



Maricopa County
DEPARTMENT OF TRANSPORTATION